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ARMY

**INDEX OF
AERONAUTICAL
EQUIPMENT**

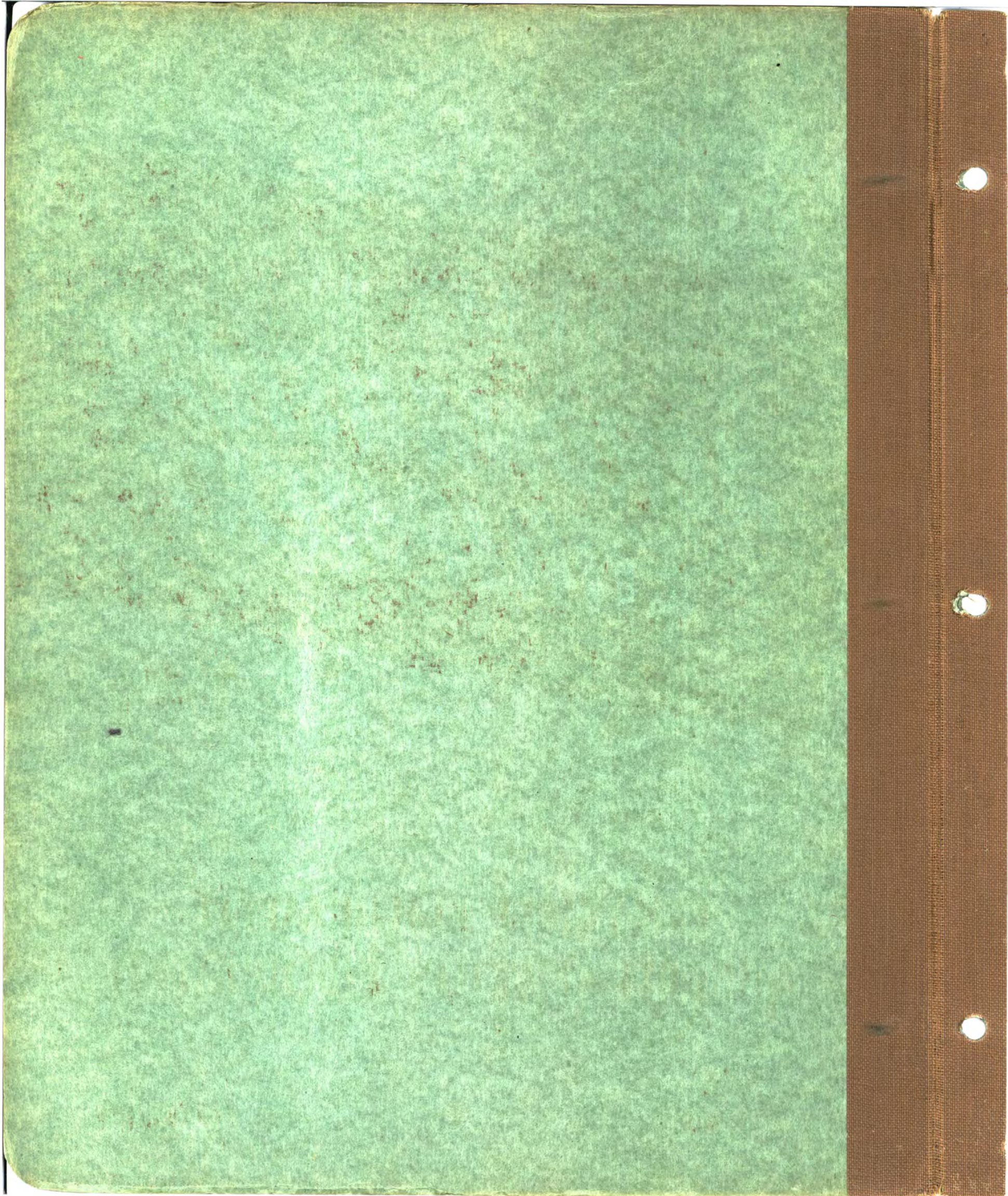
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**OXYGEN EQUIPMENT
MISCELLANEOUS EQUIPMENT**

VOLUME 3

RESTRICTED





INDEX

OF

ARMY AND NAVY

AERONAUTICAL

EQUIPMENT



Volume 3

Section 1—Oxygen Equipment

Section 2—Miscellaneous Equipment



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OXYGEN EQUIPMENT MISCELLANEOUS EQUIPMENT

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6D/231	" "	Manifold—oxygen	Mk I	62
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6D/231	" "	Regulator—high pressure oxygen master	Mk X	38
6D/231	" "	Socket—bayonet union	Mk III C	67
6D/232	" "	Indicator—oxygen flow	Mk II	47
6D/232	" "	Regulator—high pressure oxygen	Mk VIII A*	31
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6D/240	" "	Nut—union	Mk IV	108
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6D/241	" "	Nipple—spherical	Mk IV	104
6D/241	" "	Nut—union	Mk IV	108
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6D/264	" "	Valve—high pressure oxygen cylinder	Mk VII A*	101
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6D/427	" "	Valve—oxygen non-return	Mk I	92
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6D/428	" "	Manifold—oxygen	Mk I	62
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6D/476	" "	Socket—bayonet union	Mk III B	66
6D/479	" "	Economizer—oxygen	Mk II	60
6D/479	" "	Manifold—oxygen	Mk I A	63
6D/479	" "	Regulator—high pressure oxygen	Mk VIII C	35
6D/479	" "	" " " " master	Mk X	37
6D/479	" "	Tubing—flexible	Mk V	61
6D/479	" "	Valve—oxygen cut-off	Mk I	100
6D/480	" "	Economizer—oxygen	Mk II	60
6D/480	" "	Regulator—high pressure oxygen	Mk VIII C	35
6D/480	" "	Socket—bayonet union	Mk IV	68
6D/480	" "	Valve—oxygen cut-off	Mk I	100
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6D/483	" "	Valve—high pressure oxygen cylinder	Mk VII A*	101
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6D/487	" "	" "	Mk IV A	109
6D/487	" "	Piece—four way connecting	Mk III A	90
6D/487	" "	Piece—three way connecting	Mk III A	85
6D/487	" "	" " " "	Mk VI	89
6D/487	" "	" —two " "	Mk III A	84
6D/513	" "	Economizer—oxygen	Mk II	60
6D/513	" "	Regulator—high pressure oxygen	Mk VIII A*	32
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6D/514	" "	Economizer—oxygen	Mk II	60
6D/514	" "	Manifold—oxygen	Mk I A	63
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6D/527	" "	Economizer—oxygen	Mk II	60
6D/527	" "	Regulator—high pressure oxygen	Mk VIII C	35
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5D/531	" "	Socket—bayonet union	Mk IV	68
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6D/533	" "	Socket—bayonet union	Mk IV	68
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6D/603	" "	Piece—three way connecting	Mk III A	85
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6D/603	" "	" " " "	Mk IV F	87
6D/604	" "	Piece—four way connecting	Mk III A	90
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28C/5716	" "	" " inner sleeve		116
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97-2300	" "	Economizer—oxygen	Mk II	60
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106D/22	" "	Socket—bayonet union	Mk III B	66
106D/24	" "	Economizer—oxygen	Mk II	60
106D/24	" "	Manifold—oxygen	Mk I	62
106D/24	" "	" " " "	Mk I A	63
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106D/24	" "	Socket—bayonet union	Mk III C	67
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106D/25	" "	Manifold—oxygen	Mk I	62
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106D/26	" "	Regulator—high pressure oxygen	Mk VIII A*	31
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106D/27	" "	Indicator—oxygen flow	Mk III	48
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106D/28	" "	Piece—three way connecting	Mk V	88
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106D/31	" "	Manifold—oxygen	Mk I	62
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106D/62	" "	Cylinder and valve assembly—oxygen 750 liter	Mk V C	16, 17
106D/62	" "	Piece—three way connecting	Mk V	88
106D/63	" "	Cylinder and valve assembly—oxygen 750 liter	Mk V C	16, 17
106D/63	" "	Valve—high pressure oxygen cylinder	Mk VII A*	101
106D/75	" "	Economizer—oxygen	Mk II	60
106D/75	" "	Regulator—high pressure oxygen	Mk VIII A*	32
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106D/76	" "	Economizer—oxygen	Mk II	60
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106D/144	" "	Regulator—high pressure oxygen	Mk VIII C	35
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106D/148	" "	Socket—bayonet union	Mk IV	68
106D/148	" "	Tubing—flexible	Mk V	61
106D/149	" "	Economizer—oxygen	Mk II	60
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106D/149	" "	Tubing—flexible	Mk V	61
106D/150	" "	Economizer—oxygen	Mk II	60
106D/150	" "	Socket—bayonet union	Mk IV	68
106D/150	" "	Tubing—flexible	Mk V	61
106D/151	" "	Economizer—oxygen	Mk II	60
106D/151	" "	Socket—bayonet union	Mk IV	68
106D/151	" "	Tubing—flexible	Mk V	61
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128/5108	" "	Bushing—rubber	Mk I	120
128/5108	" "	Nut—union	Mk I	106
128/5108	" "	Union—elbow body	Mk I	111
128/5108	" "	" —straight body	Mk I	112
128/5108	" "	" —tee body	Mk I	110
128/5109	" "	Bushing—rubber	Mk I	120
128/5109	" "	Nut—union	Mk I	106
128/5109	" "	Union—elbow body	Mk I	111
128/5109	" "	" —straight body	Mk I	112
128/5109	" "	" —tee body	Mk I	110
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128/5698	" "	" " pipe collar		113
128/5704	" "	" " inner sleeve		116
128/5704	" "	" " nipple		114
128/5704	" "	" " outer sleeve		117
128/5704	" "	" " pipe collar		113
128/5710	" "	Adapter—metal nipple coupling		115
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128/5716	" "	" " nipple		114
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128/5722	" "	Adapter—metal nipple coupling		115
128/5722	" "	Coupling—metal inner sleeve		116
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2155	" Part	Coupling—automatic oxygen	AN6009-1	57
2237	" Dwg	Adapter—Army low pressure to British oxygen supply	42A6950	124
2288	" "	Valve—low pressure oxygen tee dual check style C	I style C	73
2289	" "	" " " " " " " " D	I style D	74
2291	" "	" " " " " " " " straight single check style F	I style F	76
2292	" "	" " " " " " " " " " G	I style G	77
2460	" "	Recharger—walk around unit	42D7261	53
2460FA	" Part	" " " " " " " " " "	42D7261	53
2461	" Dwg	" —turret oxygen cylinder	43B18436	54
2461GW	" Part	" " " " " " " " " "	43B18436	54
2801-1A-A1	" Type	Regulator—high pressure continuous flow oxygen	A-6	27
2801-2A-A1	" "	" " " " " " " " " "	A-6	27
2802-0	" Dwg	" " " " " " " " " "	A-8	28, 29
2802-1B-A1	" Type	" " " " " " " " " "	A-8	29
2802-1B-A2	" "	" " " " " " " " " "	A-8	28, 29
2802-1C-A2	" "	" " " " " " " " " "	A-8	28, 29



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Number	Number Identification	Used in Connection with	Type, Drawing or Designation	Page
2802-1E-A2	Mfr's Type	Regulator—high pressure continuous flow oxygen	A-8	28, 29
2802-2E-A2	" "	" " " " " "	A-8	28, 29
2803-0	" Dwg	" —low pressure continuous flow oxygen	A-9	19, 20
2803-3A-A1	" Type	" " " " " "	A-9	19, 20
2804-1A-A1	" "	" —high pressure continuous flow oxygen	A-8	28, 29
2805-0	" Dwg	" —low pressure continuous flow oxygen	A-9A	21
2805-3A-A1	" Type	" " " " " "	A-9	19, 20
2805-3B-B1	" "	" " " " " "	A-9A	21
2806-0	" Dwg	" —high pressure continuous flow oxygen	A-8A	30
2806-1B-A1	" Type	" " " " " "	A-8	28
2806-1C-B1	" "	" " " " " "	A-8A	30
2806-1D-B1	" "	" " " " " "	A-8A	30
2850-0	" Dwg	" —low pressure diluter demand oxygen	A-12	24
2850-A1	" Model	" " " " " "	A-12	24
2851-0	" Dwg and Part	" " " " " "	A-12	24
2851-A1	" Model	" " " " " "	A-12	24
2990	" Dwg	Valve—low pressure oxygen cross triple check style E	I style E	75
4331	" "	" " " " " relief	I	98
4336	" "	" —oxygen cut-off	Mk I	100
4340	" "	" —high pressure oxygen straight single check style A	AN6014-1	78
4341	" "	" " " " " tee dual check style B	AN6015-1	79
4342	" "	" " " " " " " " " C	AN6016-1	80
4343	" "	" " " " " " " " " D	AN6017-1	81
4344	" "	" " " " " cross triple check style E	AN6018-1	82
4352	" "	" —low pressure oxygen line		95
4352	" "	" —high pressure oxygen line	AN6012-1	96
4352-2	" Part	" —low pressure oxygen line		95
4353	" Dwg	" " " " " "		95
4353	" "	" —high pressure oxygen line	AN6012-1	96
4354	" "	" " " " " filler	AN6013-1	94
4357	" "	" —oxygen pressure reduction	AN6028-1	99
5530	" "	" —high pressure oxygen filler	AN6013-1	94
5531	" "	" —low pressure oxygen line		95
5531	" "	" —high pressure oxygen line	AN6012-1	96
5532	" "	" —low pressure oxygen line		95
5532	" "	" —high pressure oxygen line	AN6012-1	96
6000	" Part and Dwg	Regulator—low pressure diluter demand oxygen	A-12	24
7491	" Dwg	Valve—high pressure oxygen cylinder	Mk VII A*	101
8590	" " and Model	Connection assembly—demand mask to regulator tube	42B5341	52
9361-B	" Part	Joint—oxygen swivel		56
17876	" Model	Cylinder—high pressure oxygen walk around	A-2	11
22690A	" Part	Coupling—automatic oxygen	AN6009-1	57
23961	" "	Cylinder—high pressure oxygen	C-1	13
24417	" "	" " " " " "	B-1	12
24423	" "	" " " " " "	C-1	13
24449	" Dwg	" and valve assembly—oxygen 750 liter	Mk V C	16, 17
24716	" Model	" —high pressure oxygen walk around	A-2	11
24913	" Dwg	" and valve assembly—oxygen 750 liter	Mk V C	16, 17
25008	" Model	" —high pressure oxygen	E-1	14
25474	" "	" and valve assembly—oxygen 750 liter	Mk V C	17
25476	" Part	" —high pressure oxygen	B-1	12
25477	" "	" " " " " "	C-1	13
25479	" Model	" " " " " "	E-1	14
25661	" "	" and valve assembly—oxygen 750 liter	Mk V C	16, 17
25773	" "	" " " " " 750 "	Mk V C	16
25829	" "	" —high pressure oxygen walk around	A-2	11
25834	" "	" and valve assembly—750 liter	Mk V C	16, 17
40325-A	A. A. F. Spec.	Valve—low pressure oxygen cross triple check style E	I style E	75
40325-A	" "	" " " " " straight single check style A	I style A	71
40325-A	" "	" " " " " " " " " F	I style F	76
40325-A	" "	" " " " " " " " " G	I style G	77
40325-A	" "	" " " " " tee dual check style B	I style B	72
40325-A	" "	" " " " " " " " " C	I style C	73
40325-A	" "	" " " " " " " " " D	I style D	74
40325-B	" "	" cross triple check style E	I style E	75
40325-B	" "	" straight single check style A	I style A	71
40325-B	" "	" " " " " " " " " F	I style F	76



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40325-B	A. A. F. Spec.	Valve—low pressure oxygen straight single check style G	I style G	77
40325-B	" "	" " " " tee dual check style B	I style B	72
40325-B	" "	" " " " " " " " C	I style C	73
40325-B	" "	" " " " " " " " D	I style D	74
40326-B	" "	" " " " filler	AN6024-3	93
40363-A	" "	Regulator—low pressure automatic continuous flow oxygen	A-11	22
40363-A	" "	" " " " diluter demand oxygen	A-12	23
40368	" "	Valve—high pressure oxygen line	AN6012-1	96
40369	" "	" " " " cross triple check style E	AN6018-1	82
40369	" "	" " " " straight single check style A	AN6014-1	78
40369	" "	" " " " tee dual check style B	AN6015-1	79
40369	" "	" " " " " " " " C	AN6016-1	80
40369	" "	" " " " " " " " D	AN6017-1	81
40370	" "	Regulator—low pressure diluter demand oxygen	A-12	23
40383	" "	Valve—oxygen pressure reduction	AN6028-1	99
40383-A	" "	" " " " " " " "	AN6028-1	99
40385	" "	" —high pressure oxygen filler	AN6013-1	94
40386	" "	" —low pressure oxygen line		95
40387-A	" "	Connection assembly—demand mask to regulator tube	42B5341	52
40387-A	" "	Tube—demand mask to regulator	AN6003	51
40389	" "	Indicator—oxygen flow	A-1	45
40392	" "	Valve—low pressure oxygen relief	I	98
40407	" "	Cylinder—low pressure oxygen	J-1	9
40427	" "	Indicator—oxygen flow	AN6029-1	46
40496	" "	Joint—oxygen swivel		55, 56
50100	Mfr's Model	Connection assembly—demand mask to regulator tube	42B5341	52
77507	" Dwg	Cylinder—high pressure oxygen	E-1	14
78933	" "	" " " " " " " "	B-1	12
78933	" "	" " " " " " " "	C-1	13
79142	" "	" " " " " " " "	B-1	12
79307	" "	" " " " " " " " walk around	A-2	11
79309	" "	" " " " " " " "	A-2	11
041710	Army Part	Regulator—high pressure continuous flow oxygen	A-6	27
041710	" "	" " " " " " " "	A-8	28, 29
041710	" "	" " " " " " " "	A-8A	30
041710	" "	" —low pressure continuous flow oxygen	A-9	19, 20
041710	" "	" " " " " " " "	A-9A	21
203610	Mfr's Part	Nipple—spherical	Mk III	102
203615	" "	" " " " " " " "	Mk IV	104
203616	" "	Nut—union	Mk IV	108
203617	" "	Union—straight body	Mk I	112
203619	" "	" —elbow body	Mk I	111
203626	" "	Cap—oxygen blanking		64
203633	" Dwg	Valve—high pressure oxygen master charging or discharging	Mk VIII*	97
204255	" "	" " " " " " " "	Mk VIII*	97
204269	" Part	Nipple—spherical	Mk III A	103
1506467	" Model	Gage—low pressure oxygen pressure	AN6021-1	43
1506523	" Part and Dwg	Indicator—oxygen flow	AN6029-1	46
5718612GR-1	" Dwg	Signal—low pressure oxygen warning	G-1	49
5718624GR-1	" "	Gage—low pressure oxygen pressure	AN6021-1	43
8800100	" Part and Dwg	Regulator—low pressure diluter demand oxygen	A-12	24
5500005900	A. S. C. Stock	Adapter—Army or Navy to British oxygen supply union	AN6005-1	126
5500006050	" "	" " " " low pressure to British oxygen supply	42A6950	124
5500006100	" "	" " " " " " " " Navy oxygen supply	42A7543	123
5500006650	" "	" —British to Army or Navy oxygen supply union coupling	AN6006-1	127
5500006850	" "	" —Navy to Army oxygen supply union	AN6007-1	125
5500006950	" "	" —continuous flow Army oxygen mask to British oxygen outlet	42B13342	42
5500007300	" "	" —British to Army or Navy oxygen supply union coupling	AN6006-1	127
5500027625	" "	" —low pressure oxygen filler valve	AN6027-1	122
5500035200	" "	" " " " " " " "	AN6027-1	122
5500076000	" "	" —Navy to Army oxygen supply union	AN6007-1	125
5500182800	" "	Cap—oxygen blanking		64
5500212500	" "	Connection assembly—demand mask to regulator tube	42B5341	52
5500272475	" "	Adapter—metal nipple coupling		115
5500272500	" "	Coupling—metal inner sleeve		116
5500272510	" "	" " " " nipple		114



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Number	Number Identification	Used in Connection with	Type, Drawing or Designation	Page
5500272525	A. S. C. Stock	Coupling—metal outer sleeve		117
5500272550	" "	" " pipe collar		113
5500341740	" "	Cylinder—high pressure oxygen walk around	A-2	11
5500341750	" "	" " " " " "	A-2	11
5500342000	" "	" " " " " "	B-1	12
5500343000	" "	" " " " " "	C-1	13
5500344020	" "	" —low pressure oxygen	D-2	4
5500345000	" "	" —high pressure oxygen	E-1	14
5500345100	" "	" —low pressure oxygen	F-1	5
5500345120	" "	" " " " " "	F-2	6
5500345230	" "	" " " " " "	G-1	7
5500345250	" "	" " " " " "	G-2	8
5500345500	" "	" " " " " "	J-1	9
5500358115-4	" "	and valve assembly—oxygen 750 liter	Mk V C	16
5500358115-6	" "	" " " " " "	Mk V C	16, 17
5500358117	" "	" " " " " "	Mk V C	16, 17
5500358118	" "	Walk around unit—low pressure oxygen	AN6020-1	15
5500358130	" "	Cylinder—low pressure oxygen walk around	A-4	10
5500375500	" "	Economizer—oxygen	Mk II	60
5500391300	" "	Filter—pipe line oxygen	Mk III A	119
5500391660	" "	Coupling—automatic oxygen	AN6009-1	57
5500452850	" "	Gage—low pressure oxygen pressure	AN6021-1	43
5500453500	" "	" " " " " "	AN6021-1	43
5500513900	" "	Indicator—oxygen flow	A-1	45
5500513925	" "	" " " " " "	Mk II	47
5500513928	" "	" " " " " "	Mk III	48
5500513975	" "	" " " " " "	AN6029-1	46
5500523000	" "	Joint—oxygen swivel		55
5500524000	" "	" " " " " "		56
5500525000	" "	Connector assembly	43D3552	25
5500552150	" "	Manifold—oxygen	Mk I	62
5500552200	" "	" " " " " "	Mk I A	63
5500589000	" "	Regulator—high pressure continuous flow oxygen	A-6	27
5500589030	" "	" " " " " "	A-8	28, 29
5500589030	" "	" —low pressure continuous flow oxygen	A-9	19, 20
5500590510	" "	Nipple—spherical	Mk III	102
5500590512	" "	" " " " " "	Mk III A	103
5500590520	" "	" " " " " "	Mk IV	104
5500590525	" "	" " " " " "	Mk IV A	105
5500601625	" "	Nut—union	Mk I	106
5500601640	" "	" " " " " "	Mk III	107
5500601650	" "	" " " " " "	Mk IV	108
5500601655	" "	" " " " " "	Mk IV A	109
5500717450	" "	Recharger—walk around unit	42D7261	53
5500717475	" "	" —turret oxygen cylinder	43B18436	54
5500717750	" "	Regulator—high pressure continuous flow oxygen	A-8A	30
5500718295-5	" "	" —low pressure demand walk around oxygen	AN6022-1	26
5500718298	" "	" —high pressure oxygen	Mk VIII A*	32
5500718408	" "	" " " " " "	Mk VIII C	35
5500718410	" "	" " " " " "	Mk VIII B	33
5500718500	" "	" " " " " master	Mk X	37
5500720000	" "	" " " " " continuous flow oxygen	A-6	27
5500721050	" "	" " " " " " " "	A-8	28, 29
5500721060	" "	" " " " " " " "	A-8	28, 29
5500721100	" "	" —low pressure continuous flow oxygen	A-9	19, 20
5500721110	" "	" " " " " " " "	A-9	19, 20
5500721120	" "	" " " " " " " "	A-9A	21
5500721160	" "	" " " " " automatic continuous flow oxygen	A-11	22
5500721200	" "	" " " " " diluter demand oxygen	A-12	24
5500786500	" "	Signal—low pressure oxygen warning	G-1	49
5500786600	" "	" —high pressure oxygen warning	AN6019-1	50
5500804520	" "	Sling—high pressure oxygen walk around unit	40J7613	58
5500804540	" "	" " " " " portable unit	41J9674	59
5500804800	" "	Socket—bayonet union	Mk III A	65
5500804850	" "	" " " " " "	Mk III B	66
5500804875	" "	" " " " " "	Mk IV	68
5500897950	" "	Union—tee body	Mk I	110



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5500915725	A. S. C. Stock	Tube—demand mask to regulator	AN6003	51
5500915730	" "	" " " " " "	AN6003	51
5500915750	" "	" " " " " "	AN6003	51
5500915800	" "	" " " " " "	AN6003	51
5500928525	" "	Tubing—flexible	Mk V	61
5500928550	" "	" " " " " "	Mk V	61
5500928575	" "	" " " " " "	Mk V	61
5500931217	" "	Piece—two way connecting	Mk III A	84
5500931218	" "	" " " " " "	Mk III	83
5500931220-5	" "	" —three way connecting	Mk III A	85
5500931221	" "	" " " " " "	Mk V	88
5500931222	" "	" " " " " "	Mk VI	89
5500931223	" "	" " " " " "	Mk IV E	86
5500931224	" "	" " " " " "	Mk IV F	87
5500931233	" "	" —four way connecting	Mk III A	90
5500931235	" "	" " " " " "	Mk IV A	91
5500931240	" "	Union—elbow body	Mk I	111
5500931242	" "	Bushing—rubber	Mk I	120
5500931244	" "	Union—straight body	Mk I	112
5500932600	" "	Valve—low pressure oxygen straight single check style A	I style A	71
5500932650	" "	" " " " " " tee dual check style C	I style C	73
5500932700	" "	" " " " " " " " " style D	I style D	74
5500932710	" "	" " " " " " cross triple check style E	I style E	75
5500932750	" "	" " " " " " straight single check style F	I style F	76
5500932760	" "	" " " " " " " " " style G	I style G	77
5500955130	" "	" " " " " " tee dual check style B	I style B	72
5500955330	" "	" " " " " " filler	AN6024-3	93
5500955355	" "	" —high pressure oxygen line	AN6012-1	96
5500955355	" "	" —low pressure oxygen line		95
5500957561	" "	" —high pressure oxygen straight single check style A	AN6014-1	78
5500957562	" "	" " " " " " tee dual check style B	AN6015-1	79
5500957563	" "	" " " " " " " " " style C	AN6016-1	80
5500957564	" "	" " " " " " " " " style D	AN6017-1	81
5500957564-3	" "	" " " " " " cross triple check style E	AN6018-1	82
5500957700	" "	" " " " " " filler	AN6013-1	94
5500957800	" "	" " " " " " line	AN6012-1	96
5500957800	" "	" —low pressure oxygen line		95
5500958450	" "	" —high pressure oxygen cylinder	Mk VII A*	101
5500959325	" "	" " " " " " master charging or discharging		97
5500959360	" "	" " " " " " line	AN6012-1	96
5500959360	" "	" —low pressure oxygen line		95
5500959450	" "	" —oxygen non-return	Mk I	92
5500959500	" "	" " " " " " pressure reduction	AN6028-1	99
5500959550	" "	" —low pressure oxygen relief	I	98
8300595770	" "	Mask—continuous flow oxygen		41
8300595830	" "	" —oxygen breathing		40
8300595840	" "	" " " " " "		40
8300595845	" "	" " " " " "		40
8300595850	" "	" " " " " "		40
A-1	Army Type	Gage—low pressure oxygen pressure	AN6021-1	43
A-1	" "	Indicator—oxygen flow	A-1	45
A-1	" "	" " " " " "	AN6029-1	46
A-1	" "	Regulator—low pressure diluter demand oxygen	A-12	23
A-2	" "	Cylinder—high pressure oxygen walk around	A-2	11
A-2	" "	Sling—high pressure oxygen walk around unit	40J7613	58
A-3	" "	Connector assembly	43D3552	25
A-3	" "	Gage—low pressure oxygen pressure	AN6021-1	43
A-3	" "	Indicator—oxygen flow	A-1	45
A-3	" "	" " " " " "	AN6029-1	46
A-3	" "	Regulator—low pressure diluter demand oxygen	A-12	23
A-4	" "	Cylinder—low pressure oxygen walk around	A-4	10
A-4	" "	Oxygen cylinders		3
A-4	" "	Regulator—low pressure demand walk around oxygen	AN6022-1	26
A-4	" "	Walk around unit—low pressure oxygen	AN6020-1	15
A-6	" "	Regulator—high pressure continuous flow oxygen	A-6	27
A-6	" "	" " " " " " " " " " " "	A-8	28
A-8	" "	" " " " " " " " " " " "	A-8	28, 29



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A-8	Army Type	Regulator—high pressure continuous flow oxygen	A-8A	30
A-8	" "	" —low pressure continuous flow oxygen	A-9	19, 20
A-8A	" "	Cylinder—high pressure oxygen walk around	A-2	11
A-8A	" "	" " " "	B-1	12
A-8A	" "	Mask—continuous flow oxygen		41
A-8A	" "	Regulator—high pressure continuous flow oxygen	A-8A	30
A-8A	" "	Sling—high pressure oxygen portable unit	41J9674	59
A-8A	" "	" " " " walk around unit	40J7613	58
A-8B	" "	Adapter—continuous flow Army oxygen mask to British oxygen outlet	42B13342	42
A-8B	" "	Coupling—automatic oxygen	AN6009-1	57
A-8B	" "	Mask—continuous flow oxygen		41
A-8B	" "	Regulator—low pressure automatic continuous flow oxygen	A-11	22
A-8B	" "	" —high pressure continuous flow oxygen	A-8	29
A-8B	" "	" " " " " "	A-8A	30
A-8B	" "	" —low pressure continuous flow oxygen	A-9	20
A-8B	" "	" " " " " "	A-9A	21
A-9	" "	Masks—oxygen breathing		40
A-9	" "	Regulator—low pressure continuous flow oxygen	A-9	19, 20
A-9	" "	" " " " " "	A-9A	21
A-9A	" "	Mask—continuous flow oxygen		41
A-9A	" "	Regulator—low pressure continuous flow oxygen	A-9A	21
A-10	" "	Masks—oxygen breathing		40
A-11	" "	Coupling—automatic oxygen	AN6009-1	57
A-11	" "	Regulator—low pressure automatic continuous flow oxygen	A-11	22
A-12	" "	Connector assembly	43D3552	25
A-12	" "	Indicator—oxygen flow	A-1	45
A-12	" "	" " " "	AN6029-1	46
A-12	" "	Joint—oxygen swivel		55, 56
A-12	" "	Regulator—low pressure diluter demand oxygen	A-12	23
A-12	" "	Tube—demand mask to regulator	AN6003	51
A-13	" "	Cylinder—low pressure oxygen walk around	A-4	10
A-13	" "	Regulator—low pressure demand walk around oxygen	AN6022-1	26
A-13	" "	Walk around unit—low pressure oxygen	AN6020-1	15
A-100	Mfr's Dwg and Model	Regulator—low pressure automatic continuous flow oxygen	A-11	22
A8000100	Mfr's Part and Dwg	" " diluter demand oxygen	A-12	24
A.G.S. 838-1	British Air Min. Dwg	Union—straight body	Mk I	112
A.G.S. 838-2	" " " "	" —tee body	Mk I	110
A.G.S. 838-3	" " " "	" —elbow body	Mk I	111
A.G.S. 838-4	" " " "	Nut—union	Mk I	106
A.G.S. 838-5	" " " "	Bushing—rubber	Mk I	120
A.G.S. 902B	" " " "	Coupling—metal pipe collar		113
A.G.S. 903B	" " " "	" " nipple		114
A.G.S. 904B	" " " "	" " outer sleeve		117
A.G.S. 905B	" " " "	" " inner sleeve		116
A.G.S. 906B	" " " "	Adapter—metal nipple coupling		115
AN-1-12	AN Spec.	Indicator—oxygen flow	AN6029-1	46
AN780-3	AN Part	Valve—high pressure oxygen filler	AN6013-1	94
AN780-3	" "	" " " " line	AN6012-1	96
AN780-3	" "	" —low pressure oxygen line		95
AN815-5D	" "	" " " " relief	I	98
AN816-5D	" "	" —high pressure oxygen line	AN6012-1	96
AN816-5D	" "	" —low pressure oxygen line		95
AN913-1	" "	" " " " relief	I	98
AN913-2	" "	" " " " " "	I	98
AN6002-1	AN Part	Connection assembly—demand mask to regulator tube	42B5341	52
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AN6003	AN Dwg	" " " " " "	AN6003	51
AN6003-1	AN Part	" " " " " "	AN6003	51
AN6003-2	" "	" " " " " "	AN6003	51
AN6003-3	" "	" " " " " "	AN6003	51
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AN6005	" "	Adapter—Army or Navy to British oxygen supply union	AN6005-1	126
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AN6006	" "	Cylinder and valve assembly—oxygen 750 liter	Mk V C	17
AN6006-1	AN Part	Adapter—British to Army or Navy oxygen supply union coupling	AN6006-1	127
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AN6007-1	" "	Adapters—oxygen equipment		121
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AN6007-1	" "	" " " " " "	E-1	14
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AN6009-1	AN Part	" " " " " "	AN6009-1	57
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AN6013-1	AN Part	Adapter—Army or Navy to British oxygen supply union	AN6005-1	126
AN6013-1	" "	" —Navy to Army oxygen supply union	AN6007-1	125
AN6013-1	" "	Valve—high pressure oxygen filler	AN6013-1	94
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AN6014-1	AN Part	" " " " " " " " style A	AN6014-1	78
AN6015	AN Dwg	" " " " " " tee dual check style B	AN6015-1	79
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AN6017-1	AN Part	" " " " " " " " style D	AN6017-1	81
AN6018	AN Dwg	" " " " " " " " cross triple check style E	AN6018-1	82
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AN6019	AN Dwg	Signal—high pressure oxygen warning	AN6019-1	50
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AN6020	AN Dwg	Cylinder—low pressure oxygen walk around	A-4	10
AN6020	" "	Regulator—low pressure demand walk around oxygen	AN6022-1	26
AN6020	" "	Walk around unit—low pressure oxygen	AN6020-1	15
AN6020-1	AN Part	" " " " " " " "	AN6020-1	15
AN6021	AN Dwg	Gage—low pressure oxygen pressure	AN6021-1	43
AN6021-1	AN Part	" " " " " " " "	AN6021-1	43
AN6022	AN Dwg	Regulator—low pressure demand walk around oxygen	AN6022-1	26
AN6022-1	AN Part	" " " " " " " "	AN6022-1	26
AN6024	AN Dwg	Recharger—turret oxygen cylinder	43B18436	54
AN6024	" "	" —walk around unit	42D7261	53
AN6024	" "	Valve—low pressure oxygen filler	AN6024-3	93
AN6024-3	AN Part	Adapter—Army low pressure to British oxygen supply	42A6950	124
AN6024-3	" "	" —low pressure oxygen filler valve	AN6027-1	122
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AN6024-3	" "	Adapter—Army low pressure to Navy oxygen supply	42A7543	123
AN6027	AN Dwg	" —low pressure oxygen filler valve	AN6027-1	122
AN6027-1	AN Part	" " " " " " " "	AN6027-1	122
AN6027-1	" "	Valve—low pressure oxygen filler	AN6024-3	93
AN6028	AN Dwg	" —oxygen pressure reduction	AN6028-1	99
AN6028-1	AN Part	" " " " " " " "	AN6028-1	99
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AN6029-1	AN Part	" " " " " " " "	AN6029-1	46
AN-G-12	AN Spec.	Gage—high pressure oxygen pressure	AN6011-1	44
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AN-R-5	" "	Regulator—low pressure diluter demand oxygen	A-12	23
AN-R-11	" "	" " " " " " demand walk around oxygen	AN6022-1	26
AN-S-21	" "	Signal—high pressure oxygen warning	AN6019-1	50
AN-T-23	" "	Connection assembly—demand mask to regulator tube	42B5341	52
AN-T-23	" "	Tube—demand mask to regulator	AN6003	51
AN-V-11	" "	Valve—high pressure oxygen filler	AN6013-1	94
AN-V-12	" "	" " " " " " line	AN6012-1	96
AN-V-13	" "	" " " " " " cross triple check style E	AN6018-1	82



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AN-V-13	" "	" " " " " " " " style C	AN6016-1	80
AN-V-13	" "	" " " " " " " " style D	AN6017-1	81
AN-V-14	" "	" —low pressure oxygen filler	AN6024-3	93
AW-1-7/8-27-A	Mfr's Model	Gage—low pressure oxygen pressure	AN6021-1	43
B-1	Army Type	Cylinder—high pressure oxygen	B-1	12
B-1	Mfr's Part	Indicator—oxygen flow	A-1	45
B-1	Army Type	Regulator—high pressure continuous flow oxygen	A-8A	30
B-1	" "	Sling—high pressure oxygen portable unit	41J9674	59
B70P1	Mfr's Model	Signal—low pressure oxygen warning	G-1	49
B-2987	" Spec.	Cylinder and valve assembly—oxygen 750 liter	Mk V C	16, 17
C-1	Army Type	" —high pressure oxygen	C-1	13
D	British Type	Adapter—continuous flow Army oxygen mask to British oxygen outlet	42B13342	42
D	" "	Socket—bayonet union	Mk III C	67
D	" "	" " " "	Mk III A	65
D	" "	" " " "	Mk III B	66
D-2	Army "	Cylinder—low pressure oxygen	D-2	4
E	British Type	Economizer—oxygen	Mk II	60
E	" "	Regulator—high pressure oxygen	Mk VIII C	35
E	" "	Socket—bayonet union	Mk IV	68
E	" "	Tubing—flexible	Mk V	61
E-1	Army Type	Cylinder—high pressure oxygen	E-1	14
EA-201	Mfr's Model	Gage—low pressure oxygen pressure	AN6021-1	43
F-1	Army Type	Cylinder—low pressure oxygen	F-1	5
F-2	" "	" " " "	F-2	6
G	British Type	Economizer—oxygen	Mk II	60
G	" "	Regulator—high pressure oxygen	Mk VIII C	35
G	" "	Socket—bayonet union	Mk IV	68
G	" "	Tubing—flexible	Mk V	61
G-1	Army Type	Cylinder—low pressure oxygen	G-1	7
G-1	" "	Regulator—low pressure automatic continuous flow oxygen	A-11	22
G-1	" "	" " " " diluter demand oxygen	A-12	23
G-1	" "	Signal—low pressure oxygen warning	G-1	49
G-2	" "	Cylinder—low pressure oxygen	G-2	8
G-2	" "	Signal—high pressure oxygen warning	AN6019-1	50
H11817	British Air Min. Dwg	Nipple—spherical	Mk III	102
H11817	" " " "	Nut—union	Mk III	107
H13389	" " " "	Piece—two way connecting	Mk III	83
H19012	" " " "	Regulator—high pressure oxygen master	Mk X	38
H-19274-1	" " " "	Manifold—oxygen	Mk I	62
H-19274-1	" " " "	" " " "	Mk I A	63
J-1	Army Type	Cylinder—low pressure oxygen	J-1	9
K-1	" "	Gage—low pressure oxygen pressure	AN6021-1	43
K-1	" "	Regulator—low pressure automatic continuous flow oxygen	A-11	22
K-1	" "	Regulator—low pressure diluter demand oxygen	A-12	23
L-1	" "	Gage—high pressure oxygen pressure	AN6011-1	44
M-108-B	Navy Spec.	Cylinder—high pressure oxygen	B-1	12
M-437	" "	" " " "	B-1	12
M-5718624	Mfr's Model	Gage—low pressure oxygen pressure	AN6021-1	43
Mk I	British Type	Bushing—rubber	Mk I	120
Mk I	" "	Cap—oxygen blanking	"	64
Mk I	" "	Cylinder and valve assembly—oxygen 750 liter	Mk V C	16, 17
Mk I	" "	Economizer—oxygen	Mk II	60
Mk I	" "	Manifold—oxygen	Mk I	62
Mk I	" "	Nut—union	Mk I	106
Mk I	" "	Piece—four way connecting	Mk VI	90
Mk I	" "	" —three way connecting	Mk III A	85
Mk I	" "	" " " "	Mk V	88
Mk I	" "	" —two way connecting	Mk III A	84
Mk I	" "	Regulator—high pressure oxygen	Mk VIII C	35
Mk I	" "	" " " " master	Mk X	37
Mk I	" "	Socket—bayonet union	Mk IV	68
Mk I	" "	Union—elbow body	Mk I	111
Mk I	" "	" —straight body	Mk I	112
Mk I	" "	" —tee body	Mk I	110



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Mk I	" "	" " non-return	Mk I	92
Mk I A	" "	Cap—oxygen blanking		64
Mk I A	" "	Economizer—oxygen	Mk II	60
Mk I A	" "	Manifold—oxygen	Mk I A	63
Mk I A	" "	Regulator—high pressure oxygen master	Mk X	37
Mk II	" "	Economizer—oxygen	Mk II	60
Mk II	" "	Indicator—oxygen flow	Mk II	47
Mk II	" "	Manifold—oxygen	Mk I A	63
Mk II	" "	Regulator—high pressure oxygen	Mk VIII A*	31
Mk II	" "	" " " "	Mk VIII B	33
Mk II	" "	" " " "	Mk VIII C	35
Mk II	" "	" " " " master	Mk X	37
Mk II	" "	Tubing—flexible	Mk V	61
Mk II	" "	Valve—oxygen cut-off	Mk I	100
Mk III	" "	Connection—blanking		118
Mk III	" "	Indicator—oxygen flow	Mk III	48
Mk III	" "	Nipple—spherical	Mk III	102
Mk III	" "	Nut—union	Mk III	107
Mk III	" "	" " " "	Mk IV	108
Mk III	" "	Piece—four way connecting	Mk IV A	91
Mk III	" "	Piece—three way connecting	Mk IV E	86
Mk III	" "	" " " "	Mk IV F	87
Mk III	" "	Nut—union	Mk IV A	109
Mk III	" "	Piece—two way connecting	Mk III	83
Mk III	" "	" " " "	Mk III A	84
Mk III A	" "	Filter—pipe line oxygen	Mk III A	119
Mk III A	" "	Nipple—spherical	Mk III	102
Mk III A	" "	" " " "	Mk III A	103
Mk III A	" "	Nut—union	Mk IV	108
Mk III A	" "	" " " "	Mk IV A	109
Mk III A	" "	Piece—four way connecting	Mk III A	90
Mk III A	" "	" " " "	Mk IV A	91
Mk III A	" "	" —three way connecting	Mk III A	85
Mk III A	" "	" " " "	Mk IV E	86
Mk III A	" "	" " " "	Mk IV F	87
Mk III A	" "	" —two way connecting	Mk III	83
Mk III A	" "	" " " "	Mk III A	84
Mk III A	" "	Regulator—high pressure oxygen	Mk VIII A*	31
Mk III A	" "	" " " "	Mk VIII B	33
Mk III A	" "	Socket—bayonet union	Mk III A	65
Mk III A	" "	Valve—oxygen non-return	Mk I	92
Mk III B	" "	Regulator—high pressure oxygen	Mk VIII A*	31
Mk III B	" "	" " " "	Mk VIII B	33
Mk III B	" "	Socket—bayonet union	Mk III B	66
Mk III B	" "	" " " "		65
Mk III C	" "	Regulator—high pressure oxygen		31
Mk III C	" "	Socket—bayonet union	Mk III C	67
Mk IV	" "	Connection—blanking		118
Mk IV	" "	Economizer—oxygen	Mk II	60
Mk IV	" "	Nipple—spherical	Mk IV	104
Mk IV	" "	" " " "	Mk IV A	105
Mk IV	" "	Nut—union	Mk III	107
Mk IV	" "	" " " "	Mk IV	108
Mk IV	" "	" " " "	Mk IV	109
Mk IV	" "	Piece—four way connecting	Mk IV A	91
Mk IV	" "	" —three way connecting	Mk VI	89
Mk IV	" "	" " " "	Mk IV E	86
Mk IV	" "	" " " "	Mk IV F	87
Mk IV	" "	Regulator—high pressure oxygen	Mk VIII C	35
Mk IV	" "	Socket—bayonet union	Mk IV	68
Mk IV	" "	Tubing—flexible	Mk V	61
Mk IV	" "	Valve—oxygen cut-off	Mk I	100
Mk IV A	" "	Connection—blanking		118
Mk IV A	" "	Nipple—spherical	Mk III A	103
Mk IV A	" "	" " " "	Mk IV	104
Mk IV A	" "	" " " "	Mk IV A	105



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Mk IV A	British Type	Nut—union	Mk III	107
Mk IV A	" "	" "	Mk IV	108
Mk IV A	" "	" "	Mk IV A	109
Mk IV A	" "	Piece—four way connecting	Mk III A	90
Mk IV A	" "	" " " "	Mk IV A	91
Mk IV A	" "	" —three way connecting	Mk III A	85
Mk IV A	" "	" " " "	Mk VI	89
Mk IV A	" "	" —two way connecting	Mk III A	84
Mk IV E	" "	" —three way connecting	Mk III A	85
Mk IV E	" "	" " " "	Mk IV E	86
Mk IV F	" "	" " " "	Mk III A	85
Mk IV F	" "	" " " "	Mk IV F	87
Mk IV G	" "	" " " "	Mk III A	85
Mk IV H	" "	" " " "	Mk III A	85
Mk V	" "	Cylinder and valve assembly—oxygen 750 liter	Mk V C	16, 17
Mk V	" "	Economizer—oxygen	Mk II	60
Mk V	" "	Piece—three way connecting	Mk V	88
Mk V	" "	Socket—bayonet union	Mk IV	68
Mk V	" "	Tubing—flexible	Mk V	61
Mk V	" "	Valve—oxygen non-return	Mk I	92
Mk V C	" "	Cylinder and valve assembly—oxygen 750 liter	Mk V C	16, 17
Mk V C	" "	Piece—three way connecting	Mk V	88
Mk V C	" "	Valve—high pressure oxygen cylinder	Mk VII A*	101
Mk VI	" "	Piece—three way connecting	Mk VI	89
Mk VII A	" "	Cylinder and valve assembly—oxygen 750 liter	Mk V C	16, 17
Mk VII A*	" "	Valve—high pressure oxygen cylinder	Mk VII A*	101
Mk VIII*	" "	" " " " master charging or discharging		97
Mk VIII A*	" "	Regulator—high pressure oxygen	Mk VIII C	35
Mk VIII A*	" "	" " " "	Mk VIII A*	31
Mk VIII A*	" "	" " " "	Mk VIII B	33
Mk VIII A*	" "	Socket—bayonet union	Mk III B	66
Mk VIII B	" "	Regulator—high pressure oxygen	Mk VIII A*	31
Mk VIII B	" "	" " " "	Mk VIII B	33, 34
Mk VIII B	" "	Socket—bayonet union	Mk III B	66
Mk VIII C	" "	Economizer—oxygen	Mk II	60
Mk VIII C	" "	Regulator—high pressure oxygen	Mk VIII C	35, 36
Mk VIII C	" "	" " " "	Mk VIII A*	32
Mk VIII D	" "	Economizer—oxygen	Mk II	60
Mk VIII D	" "	Regulator—high pressure oxygen	Mk VIII B	33
Mk VIII D	" "	" " " "	Mk VIII C	35
Mk X	" "	Economizer—oxygen	Mk II	60
Mk X	" "	Manifold—oxygen	Mk I	62
Mk X	" "	" " " "	Mk I A	63
Mk X	" "	Regulator—high pressure oxygen master	Mk X	37, 38
Mk X	" "	Socket—bayonet union	Mk III C	67
Mk X A	" "	Economizer—oxygen	Mk II	60
Mk X A	" "	Manifold—oxygen	Mk I A	63
Mk X A	" "	Socket—bayonet union	Mk III C	67
PA	Army Type	Signal—high pressure oxygen warning	AN6019-1	50
PA	Army and Mfr's Type	" —low pressure oxygen warning	G-1	49
PB-10878	Mfr's Part	Regulator—high pressure continuous flow oxygen	A-6	27
PB-21154	" "	" " " " " "	A-8	28, 29
PB-21154	" "	" —low pressure continuous flow oxygen	A-9	19, 20
POH-8481	" Model	Tube—demand mask to regulator	AN6003	51
R83-C-9500	A. S. O. Stock	Cylinder—high pressure oxygen	B-1	12
S.I.S. 573	British Air Min. Dwg	Cylinder and valve assembly—oxygen 750 liter	Mk V C	16, 17
S.I.S. 589	" " " Spec.	Regulator—high pressure oxygen	Mk VIII B	34
S.I.S. 589	" " " "	" " " "	Mk VIII C	36
S.I.S. 590	" " " Dwg	Socket—bayonet union	Mk III A	65
S.I.S. 590	" " " "	" " " "	Mk III B	66
S.I.S. 590	" " " "	" " " "	Mk III C	67
S.I.S. 597	" " " "	Piece—four way connecting	Mk IV A	91
S.I.S. 597	" " " "	" —three way connecting	Mk IV E	86
S.I.S. 597	" " " "	" —three way connecting	Mk IV F	87
S.I.S. 598	" " " "	Regulator—high pressure oxygen	Mk VIII A*	32
S.I.S. 598	" " " "	Valve—high pressure oxygen master charging or discharging	Mk VIII*	97
S.I.S. 2602	" " " "	Manifold—oxygen	Mk I	62



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S.I.S. 2602	British Air Min. Dwg	Manifold—oxygen	Mk I A	63
S.I.S. 2603	" " " "	Indicator—oxygen flow	Mk II	47
S.I.S. 2603	" " " "	" " " "	Mk III	48
S.I.S. 2604	" " " "	Regulator—high pressure oxygen master	Mk X	38
S.I.S. 2605	" " " "	Filter—pipe line oxygen	Mk III A	119
S.I.S. 2606	" " " "	Economizer—oxygen	Mk II	60
S.I.S. 2608	" " " "	Socket—bayonet union	Mk IV	68
S-1213-119	Mfr's Dwg	Cylinder—high pressure oxygen walk around	A-2	11
SK1998	" Part	Joint—oxygen swivel		55
W5152	British Air Min. Dwg	Cylinder and valve assembly—oxygen 750 liter	Mk V C	16, 17
W5569	" " " "	Socket—bayonet union	Mk III B	66
W5569	" " " "	" " " "	Mk III C	67
W6412/1	" " " "	Piece—three way connecting	Mk IV E	86
W6413/1	" " " "	" —four way connecting	Mk IV A	91
W6640	" " " "	Regulator—high pressure oxygen	Mk VIII A*	32
W6640	" " " "	" " " "	Mk VIII C	36
W6640	" " " "	" " " "	Mk VIII B	34
W7937	" " " "	Indicator—oxygen flow	Mk II	47
W7946	" " " "	" " " "	Mk III	48
W8094	" " " "	Filter—pipe line oxygen	Mk III A	119
W8210-1	" " " "	Valve—oxygen cut-off	Mk I	100
W8221	" " " "	Economizer—oxygen	Mk II	60
W8256	" " " "	Socket—bayonet union	Mk IV	68
W8304	" " " "	Tubing—flexible	Mk V	61
W8645	" " " "	Cylinder and valve assembly—oxygen 750 liter	Mk V C	16, 17
WL138-A-1	Mfr's Part	Connector assembly	43D3552	25
Z5994	British Air Min. Dwg	Socket—bayonet union	Mk III A	65
Z7025	" " " "	Valve—high pressure oxygen cylinder	Mk VII A*	101
Z7497	" " " "	Piece—three way connecting	Mk IV F	87
Z7658	" " " "	Valve—high pressure oxygen master charging or discharging	Mk VIII*	97
Z7660	" " " "	Piece—three way connecting	Mk V	88
Z7770	" " " "	Connection—blanking		118
Z7854	" " " "	Cap—oxygen blanking		64
Z7855	" " " "	Piece—three way connecting	Mk VI	89
Z7863	" " " "	Nut—union	Mk IV	108
Z7864	" " " "	Nipple—spherical	Mk IV	104
Z7892	" " " "	Valve—oxygen non-return	Mk I	92
Z8204	" " " "	Nipple—spherical	Mk III A	103
Z8205	" " " "	" " " "	Mk IV A	105
Z8206	" " " "	Nut—union	Mk IV A	109
Z9083	" " " "	Piece—two way connecting	Mk III A	84
Z9084	" " " "	" —three way connecting	Mk III A	85
Z9085	" " " "	" —four way connecting	Mk III A	90

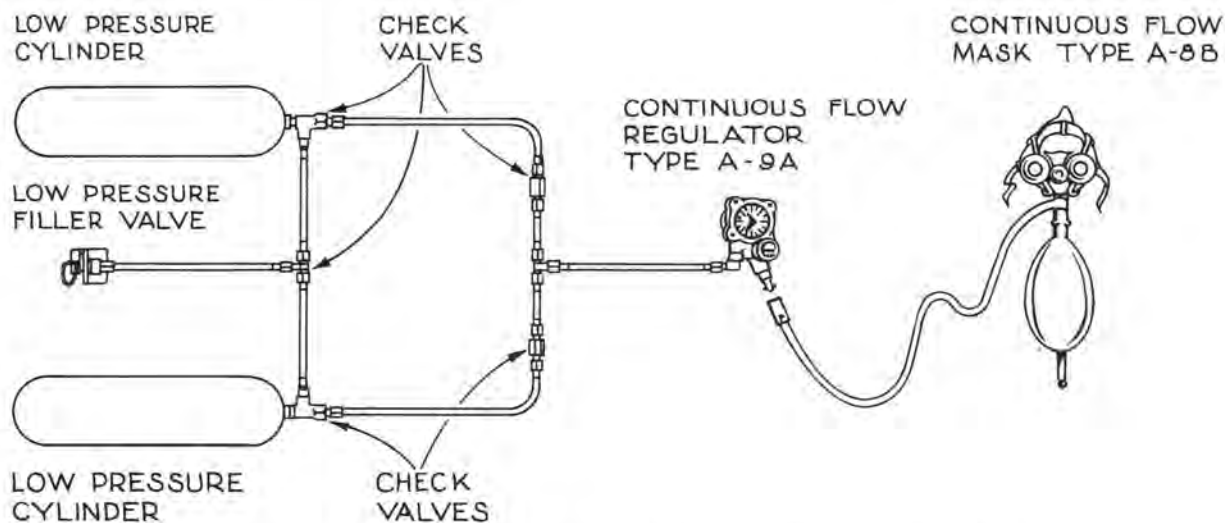


OXYGEN EQUIPMENT

High altitude flying required development of special equipment to dispense breathing oxygen to flight personnel. Since air is less dense at high altitudes, a region is reached where the amount of oxygen normally present in the atmosphere is not sufficient to sustain proper functioning of the human body. In order to maintain the efficiency required to operate a modern airplane at high altitudes, the oxygen present in the atmosphere must be supplemented by oxygen from another source.

There are two systems of gaseous oxygen equipment installed in modern Army airplanes: low pressure continuous flow systems and low pressure demand systems. The low pressure continuous flow systems are being superseded by the low pressure demand systems.

A typical low pressure continuous flow system is shown in the accompanying illustration.



LOW PRESSURE CONTINUOUS FLOW OXYGEN SYSTEM

All low pressure cylinders are manifolded together and recharged through a common filler valve which is installed in the skin of the airplane. Check valves are fitted in the tubing leading from the cylinder to the continuous flow regulator, to prevent excessive loss of oxygen should a cylinder or a portion of the tubing be destroyed by gun fire. Oxygen cylinders are usually installed in the wings or fuselage.

Regulators are mounted at each crew station. When oxygen is needed, the bayonet fitting on the end of the continuous flow mask tube is connected to the bayonet nipple of the regulator. Continuous flow of oxygen is provided by turning the knob of the flow indicator to the altitude mark at which flight is anticipated. The regulator pressure gage indicates the supply of oxygen available in the cylinders.

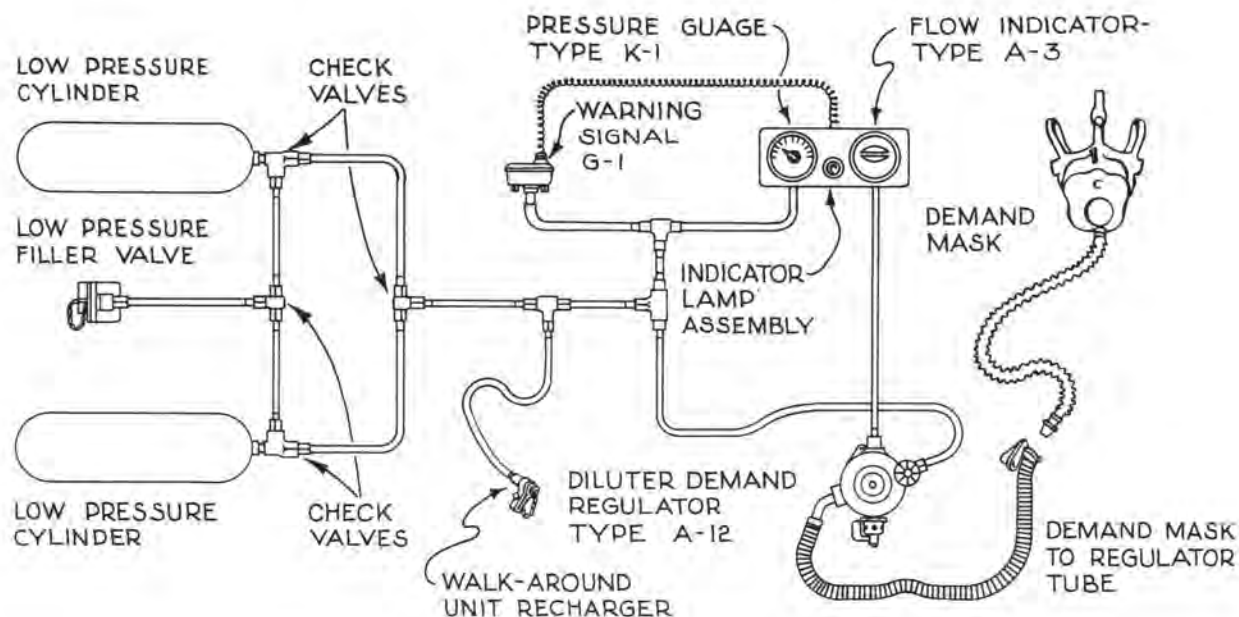
(Continued)



OXYGEN EQUIPMENT

(Continued)

A typical low pressure demand system is shown in the following illustration.



LOW PRESSURE DEMAND OXYGEN SYSTEM

In the above illustration, the check valves are fitted in the tubing leading from the cylinders to the diluter demand regulator, to prevent excessive loss of oxygen should a cylinder or a portion of the tubing be destroyed by gun fire. A diluter demand regulator, walk around unit recharger, and a panel mounting containing a flow indicator, pressure signal warning lamp and pressure gage are mounted at each crew station. When oxygen is needed, the demand mask to regulator tube is connected to the demand mask hose. Inhalation opens a valve in the diluter demand regulator which causes a mixture of air and oxygen to be released to the mask. The flow indicator in the mounting panel "blinks" each time oxygen flows to the demand mask. The pressure gage mounted in the panel registers the oxygen supply available in the cylinders, and the pressure signal lights the warning signal lamp when the supply becomes dangerously low. A walk around unit recharger is provided at each station.

British oxygen equipment procured for installation on airplanes built in this country for the Royal Air Force has been catalogued here. The use of British equipment was a temporary measure until Army equipment was developed to a degree acceptable to the Royal Air Force.



OXYGEN CYLINDERS

Aircraft oxygen cylinders are used for storing compressed oxygen and are of two types; high-pressure cylinders, which have a working pressure of approximately 1800 pounds per square inch, and low-pressure cylinders, which have a working pressure of approximately 400 pounds per square inch. The standard oxygen system used by the Army Air Forces is low-pressure. The Army at one time used a high-pressure system, but this is no longer standard. The U. S. Navy and the Royal Air Force use high-pressure systems.

In order to withstand their pressures, high-pressure cylinders are made of heavy gage high grade steel. To make these cylinders shatterproof under gunfire, these cylinders are now wire wound. When hit by gunfire, the steel around the hole burns with an extremely hot flame, so, special mounting brackets must be used to prevent a rocketing effect. High-pressure cylinders are painted green, fitted with discharge valves, and must be removed from the airplane to be recharged. The discharge valve outlet of an Army high-pressure cylinder has a 0.903-14NS-3 thread, while the Navy high-pressure cylinders had a 0.906 U.S. form thread; now both have standardized on a 0.903-14NS-3 thread.

Low-pressure cylinders are made of light gage high grade steel, with horizontal and vertical reinforcing bands welded on the outside to make them shatterproof. Low-pressure cylinders made of low-alloy steel without steel band reinforcements have recently been developed, and are being procured. These cylinders are all painted yellow, with the exception of the Army type A-4 low-pressure oxygen portable cylinder (A. E. Reference Number 46-900), which is painted green. Valves are not fitted to these cylinders, as they are connected together and recharged through a common filler valve in the skin of the airplane. Low-pressure cylinders, when hit, show no tendency to burn, do not explode, have only a slight tendency to rocket and consequently do not require special mounting brackets.

There are three types of cylinder installations: fixed, walk around, and portable. In a fixed installation, the cylinders are fastened to the fuselage and have lines running to various fixed positions in the airplane, such as the pilot's compartment, navigator's or gunner's stations, etc. A walk around installation supplements fixed installations in that it is small enough to be carried around to positions in the plane not serviced by the fixed installation lines. A portable installation is self contained and is used to provide oxygen to extra passengers who have not been provided for in the fixed installation, or to provide temporary oxygen facilities in planes that have no fixed installation.

The arrangement of fixed cylinder installations depends upon the type of airplane, the number of cylinders used, and the number of users. High-pressure installations use a $\frac{3}{16}$ inch outside diameter 0.032 wall copper tubing, while low-pressure installations use a $\frac{5}{16}$ inch outside diameter 0.032 wall aluminum alloy tubing. Check valves are used at every point where they will prevent the loss of oxygen in the event any one cylinder or line is hit by gunfire.

**CYLINDER—LOW PRESSURE OXYGEN****ARMY TYPE D-2****NAVY TYPE 500 CUBIC INCH**

NAMES: Low pressure oxygen cylinder
 Bottle—oxygen
 Cylinder—Oxygen

Oxygen bottle
 Oxygen cylinder
 D-2 cylinder

CHARACTERISTICS:

Internal volume.....	approximately 500 cubic inches
Rated oxygen capacity.....	approximately 6 $\frac{1}{10}$ cubic feet
Dimensions.....	approximately 5 $\frac{3}{4}$ inches diameter by 23 $\frac{1}{2}$ inches long
Weight.....	approximately 4 $\frac{1}{2}$ pounds
Spuds.....	$\frac{1}{4}$ inch standard internal pipe threads.

ARMY

A. E. REFERENCE NUMBER: 46-1100

SPECIFICATIONS:

General.....	94-40320-B
Detail.....	94-40355

TYPE DESIGNATION: D-2

A. S. C. STOCK NUMBER: 5500344020

TECHNICAL ORDER NUMBER: 03-50-8 and 03-50-9

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipping weight 5 $\frac{1}{2}$ pounds. Shipped as a complete unit, with end spuds plugged.**NAVY**

TYPE DESIGNATION: 500 cubic inch

PROCUREMENT STATUS: On airplanes procured from Army.

BRITISH

AMERICAN STORES REFERENCE NUMBER: 106D/189



CYLINDER—LOW PRESSURE OXYGEN

ARMY TYPE F-1

NAVY—SEE BELOW

NAMES: Low pressure oxygen cylinder
Cylinder—oxygen
Oxygen cylinder

Oxygen bottle
F-1 cylinder

CHARACTERISTICS:

Internal volume.....	approximately 1000 cubic inches
Rated oxygen capacity.....	approximately 13.8 cubic feet
Dimensions.....	approximately 10 ¹ / ₈ inches diameter by 17 ¹ / ₂ inches long
Weight.....	approximately 9 pounds
End spuds have ¹ / ₄ inch standard internal pipe threads.	

ARMY

A. E. REFERENCE NUMBER: 46-1200

SPECIFICATIONS:

General.....	94-40320-B
Detail.....	94-40330

TYPE DESIGNATION: F-1

A. S. C. STOCK NUMBER: 5500345100

TECHNICAL ORDER NUMBER: 03-50-8 and 03-50-9

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipping weight: approximately 11 ¹/₄ pounds.
Shipped as a complete unit with end spuds plugged.

NAVY

PROCUREMENT STATUS: On airplanes procured from Army.

BRITISH

AMERICAN STORES REFERENCE NUMBER: 106D/166



CYLINDER—LOW PRESSURE OXYGEN

ARMY TYPE F-2

NAMES: Low pressure oxygen cylinder
Cylinder—oxygen
Oxygen cylinder

Oxygen bottle
F-2 cylinder

CHARACTERISTICS:

Internal volume.....	approximately 1000 cubic inches
Rated oxygen capacity.....	approximately 13 $\frac{1}{5}$ cubic feet
Dimensions.....	approximately 5 $\frac{3}{4}$ inches diameter by 44 $\frac{1}{2}$ inches long
Weight.....	approximately 9 pounds
Spuds.....	$\frac{1}{4}$ inch standard internal pipe threads.

ARMY

A. E. REFERENCE NUMBER: 46-1210

SPECIFICATIONS:

General.....	94-40320-B
Detail.....	94-40356

TYPE DESIGNATION: F-2

A. S. C. STOCK NUMBER: 5500345120

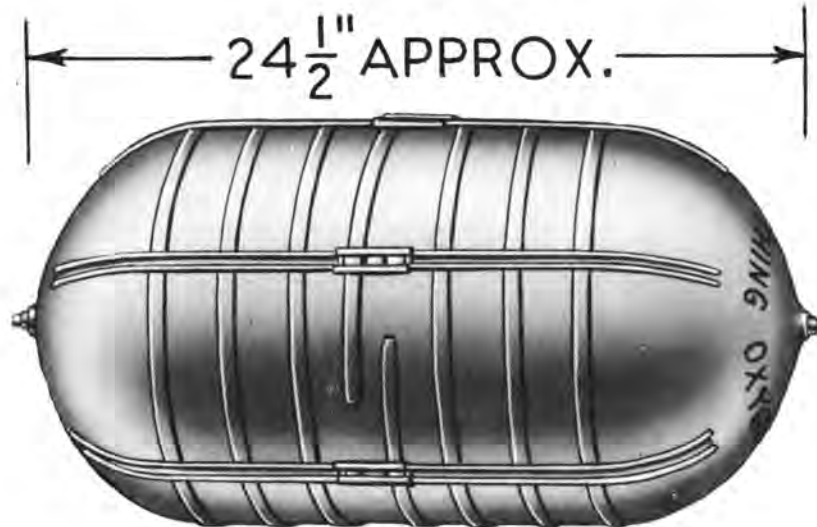
TECHNICAL ORDER NUMBER: 03-50-9

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit with end spuds plugged.

NAVY

PROCUREMENT STATUS: There is no Navy equivalent for this item.



CYLINDER—LOW PRESSURE OXYGEN

ARMY TYPE G-1

NAVY TYPE 2100 CUBIC INCH

NAMES: Low pressure oxygen cylinder
 Bottle—oxygen
 Cylinder—oxygen
 Oxygen cylinder

Cylinder
 Oxygen bottle
 G-1 cylinder

CHARACTERISTICS:

Internal volume.....	approximately 2100 cubic inches
Rated oxygen capacity.....	approximately 29 cubic feet
Dimensions.....	approximately 12 ⁹ / ₁₆ inches diameter by 24 ¹ / ₂ inches long
Weight.....	approximately 18 pounds
Spuds.....	¹ / ₄ inch standard internal pipe threads.

ARMY

A. E. REFERENCE NUMBER: 46-1250

SPECIFICATIONS:

General.....	94-40320-B
Detail.....	94-40321

TYPE DESIGNATION: G-1

A. S. C. STOCK NUMBER: 5500345230

TECHNICAL ORDER NUMBER: 03-50-8 and 03-50-9

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipping weight approximately 19 pounds. Shipped as a complete unit, with end spuds plugged.

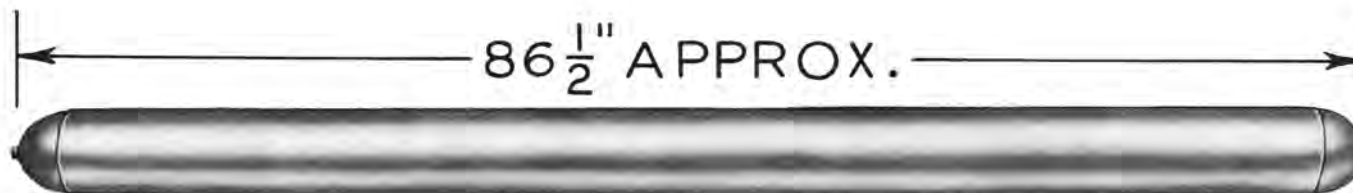
NAVY

TYPE DESIGNATION: 2100 cubic inch

PROCUREMENT STATUS: On Navy airplanes procured from Army.

BRITISH

AMERICAN STORES REFERENCE NUMBER: 106D/165



CYLINDER—LOW PRESSURE OXYGEN

ARMY TYPE G-2

NAMES: Low pressure oxygen cylinder
Cylinder—oxygen
Oxygen cylinder

Oxygen bottle
G-2 cylinder

CHARACTERISTICS:

Internal volume.....	approximately 2000 cubic inches
Rated oxygen capacity.....	approximately 27 $\frac{3}{4}$ cubic feet
Dimensions.....	approximately 5 $\frac{3}{4}$ inches diameter by 86 $\frac{1}{2}$ inches long
Weight.....	approximately 18 pounds
Spuds.....	$\frac{1}{4}$ inch standard internal pipe threads

ARMY

A. E. REFERENCE NUMBER: 46-1260

SPECIFICATIONS:

General.....	94-40320-B
Detail.....	94-40357

TYPE DESIGNATION: G-2

A. S. C. STOCK NUMBER: 5500345250

TECHNICAL ORDER NUMBER: 03-50-9

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit, with end spuds plugged.

NAVY

PROCUREMENT STATUS: There is no Navy equivalent for this item.



CYLINDER—LOW PRESSURE OXYGEN

ARMY TYPE J-1

NAVY—SEE BELOW

NAMES: Low pressure oxygen cylinder
Cylinder—oxygen
Oxygen cylinder

Oxygen bottle
Cylinder
J-1 cylinder

CHARACTERISTICS:

Internal volume	approximately 18,000 cubic inches
Rated oxygen capacity	approximately 252 cubic feet
Dimensions	approximately 24½ inches diameter by 49¼ inches long
Weight	approximately 115 pounds
Spuds	¼ inch standard internal pipe threads

ARMY

A. E. REFERENCE NUMBER: 46-1275

SPECIFICATIONS:

General	94-40320-B
Detail	40407

TYPE DESIGNATION: J-1

A. S. C. STOCK NUMBER: 5500345500

TECHNICAL ORDER NUMBER: 03-50-9

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit, with end spuds plugged.

NAVY

PROCUREMENT STATUS: On airplanes procured from Army.



← 7 $\frac{5}{8}$ " APPROX. →

CYLINDER—LOW PRESSURE OXYGEN WALK AROUND

ARMY TYPE A-4

NAVY—SEE BELOW

NAMES: Low pressure oxygen walk around cylinder
Cylinder—oxygen
Cylinder—walk around
Cylinder assembly—oxygen

Oxygen cylinder
Walk around cylinder
A-4 cylinder

DESCRIPTION: This low pressure oxygen walk around cylinder is the cylinder of the low pressure oxygen walk around unit. This cylinder is painted green, instead of yellow like other low pressure cylinders, and has but one outlet spud.

CHARACTERISTICS:

Internal volume	approximately 104 cubic inches
Rated oxygen capacity	approximately 1 $\frac{2}{5}$ cubic feet
Dimensions	approximately 5 $\frac{1}{4}$ inches diameter by 7 $\frac{5}{8}$ inches long
Weight	approximately 1 $\frac{1}{2}$ pounds
Spud	$\frac{1}{4}$ inch standard internal pipe thread

RELATIONSHIP OF PARTS: Used with low pressure demand walk around oxygen regulator, Army type A-13, A. E. Reference Number 46-2050, to make the AN6020 low pressure oxygen walk around unit, A. E. Reference Number 46-725.

ARMY

A. E. REFERENCE NUMBER: 46-900

SPECIFICATIONS:

General	94-40320-B
Detail	94-40376

TYPE DESIGNATION: A-4

A. S. C. STOCK NUMBER: 5500358130

TECHNICAL ORDER NUMBER: 03-50-8 and 03-50-9

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped by manufacturer to manufacturer of low pressure demand walk around oxygen regulator, Army type A-13, A. E. Reference Number 46-2050, who assembles them and ships as low pressure oxygen walk around unit, A. E. Reference Number 46-725.

NAVY

PROCUREMENT STATUS: On airplanes procured from Army.



CYLINDER—HIGH PRESSURE OXYGEN WALK AROUND

ARMY TYPE A-2

NAMES: High pressure oxygen walk around cylinder
Cylinder—oxygen
Cylinder—walk around

Oxygen cylinder
Walk around cylinder
A-2 cylinder

DESCRIPTION: The Army type A-2 high pressure oxygen walk around cylinder is part of a walk around assembly consisting of a cylinder, sling and high pressure continuous flow oxygen regulator. This cylinder is not wire wound. It is small enough to be suspended from a sling, thus enabling its user to move about safely at high altitudes, in parts of aircraft remote from oxygen facilities.

CHARACTERISTICS:

Internal volume	approximately 96 cubic inches
Dimensions	approximately 3 $\frac{15}{16}$ inches diameter approximately 17 $\frac{1}{8}$ inches overall length
Rated oxygen capacity	approximately 62 $\frac{2}{5}$ cubic feet
Weight	approximately 6 $\frac{1}{10}$ pounds
Spud	$\frac{1}{2}$ inch standard internal pipe thread

RELATIONSHIP OF PARTS: Used with Army type A-8A high pressure continuous flow oxygen regulator, A. E. Reference Number 46-2000, and a high pressure oxygen walk around sling, A. E. Reference Number 46-2550.

ARMY

A. E. REFERENCE NUMBER: 46-850

SPECIFICATIONS:

General	94-40244-B
Detail	94-40302

TYPE DESIGNATION: A-2

A. S. C. STOCK NUMBER: Refer to column 5 of the chart.

TECHNICAL ORDER NUMBER: Refer to column 6 of the chart.

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit, including discharge valve.

NAVY

There is no Navy equivalent for this item.

ALL MODELS BELOW ARE INTERCHANGEABLE
Models are used in services as noted in column 4
A-Army, N-Navy, B-British

Manufacturer	Manufacturer's Part Number	Manufacturer's Drawing Number	Used By	Air Service Command Stock Number	Army Technical Order Number
Walter Kidde & Co.	25829	79307 and 79309	A	5500341750 5500341740	03-50-9 03-50-4

Navy procures a similar cylinder without discharge valve under Walter Kidde part number 24716 and Mine Safety Appliance Company part number SK1213-119.



CYLINDER—HIGH PRESSURE OXYGEN

ARMY TYPE B-1

NAVY—SEE BELOW

NAMES: High pressure oxygen cylinder

Cylinder—oxygen

Cylinder and valve assembly—oxygen (Navy)

Bottle—oxygen (Navy)

Oxygen cylinder

Oxygen bottle

B-1 cylinder

DESCRIPTION: This high pressure oxygen cylinder, Army type B-1, when used with a high pressure continuous flow regulator and a high pressure oxygen portable unit sling, makes a portable oxygen supply for training planes having no built-in oxygen system. It is not intended for use as a "walk-around" unit. This cylinder is wire wound.

CHARACTERISTICS:

Rated oxygen capacity	approximately 19 $\frac{3}{5}$ cubic feet
Internal volume	approximately 295 cubic inches
Dimensions	approximately 51 $\frac{33}{32}$ inches diameter
	approximately 22 $\frac{1}{4}$ inches overall length
Weight	approximately 14 $\frac{1}{2}$ pounds

RELATIONSHIP OF PARTS: Used with a high pressure continuous flow oxygen regulator, Army type A-8A, A. E. Reference Number 46-2000 and high pressure oxygen portable unit sling, A. E. Reference Number 46-2600, as a portable oxygen system.

ARMY

A. E. REFERENCE NUMBER: 46-950

SPECIFICATIONS:

General.....94-40244B

General	94-10241
Detail	94-40246

TYPE DESIGNATION: B-1

A. S. C. STOCK NUMBER: 5500342000

TECHNICAL ORDER NUMBER: Refer to column 5 of the chart.

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit including discharge valve.

NAVY

SPECIFICATIONS:

General M-108-B and M-437

N. A. F. DRAWING NUMBER: 1135-16

A. S. O. STOCK NUMBER: R83-C-9500

PROCUREMENT STATUS: Under procurement.

TECHNICAL ORDER NUMBER: 21-37

ALL MODELS BELOW ARE INTERCHANGEABLE
Models are used in services as noted in column 4
A-Army, N-Navy, B-British

Manufacturer	Manufacturer's Part Number	Manufacturer's Drawing Number	Used By	Army Technical Order Number	American Stores Reference Number
Air Cruisers Inc.	536B-1	1512-1	A-B-N	03-50-4	106D/50
American LaFrance & Foamite Corp.		4M-1854	A-B-N		106D/50
Walter Kidde & Co.	25476 24417	78933 79142	A-B N	03-50-4	106D/50

NOTE—Cylinders furnished to Army and British are identical. Those supplied to Navy have Navy type valve. To effect interchangeability, replace Navy type outlet valve with Army type valve, or use high pressure oxygen union adapter, part number AN6007-1.



CYLINDER—HIGH PRESSURE OXYGEN

ARMY TYPE C-1

NAMES: High pressure oxygen cylinder
Cylinder—oxygen
Oxygen cylinder

Oxygen bottle
C-1 cylinder

DESCRIPTION: The Army type C-1 high pressure oxygen cylinder is used in a high pressure oxygen continuous flow system. The cylinder is wire wound.

CHARACTERISTICS:

Internal volume.....	approximately 386 cubic inches
Rated oxygen capacity.....	approximately 25 $\frac{3}{5}$ cubic feet
Dimensions.....	approximately 6 $\frac{3}{4}$ inches diameter
	approximately 19 $\frac{1}{8}$ inches overall length
Weight.....	approximately 16 $\frac{9}{16}$ pounds
Spud.....	1 inch standard internal pipe thread

ARMY

A. E. REFERENCE NUMBER: 46-1050

SPECIFICATIONS:

General.....	94-40244B
Detail.....	94-40247

TYPE DESIGNATION: C-1

A. S. C. STOCK NUMBER: 5500343000

TECHNICAL ORDER NUMBER: Refer to column 5 of the chart.

PRODUCTION STATUS: Not under procurement for initial installation because of Army change to low pressure oxygen system.

SHIPPING DATA: Shipped as a complete unit including discharge valve.

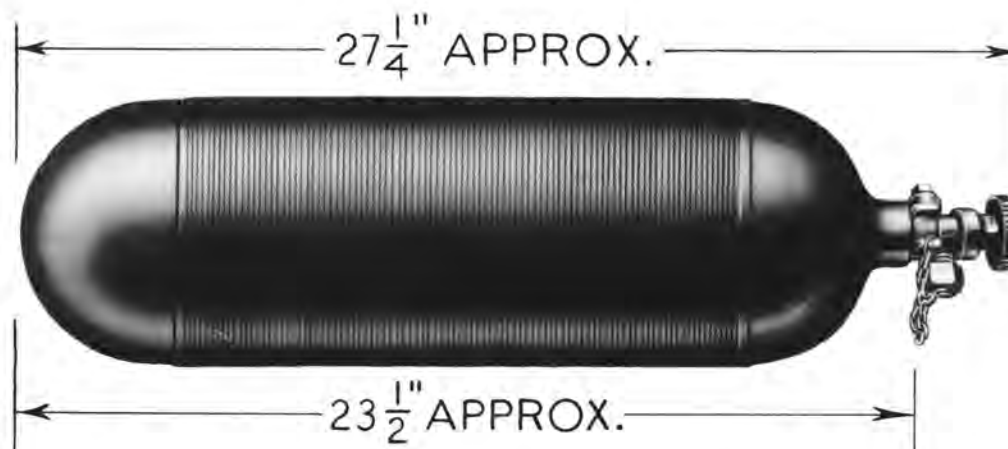
NAVY

PROCUREMENT STATUS: There is no Navy equivalent for this item.

ALL MODELS BELOW ARE INTERCHANGEABLE
Models are used in services as noted in column 4
A-Army, N-Navy, B-British

Manufacturer	Manufacturer's Part Number	Manufacturer's Drawing Number	Used By	Army Technical Order Number
Air Cruisers Inc.	536C-1	1512-2	A-N	03-50-4
American LaFrance & Foamite Co.		4M-1855	A-N	
Walter Kidde & Co.	25477 and 23961 24423	78933 78933	A N	03-50-4

NOTE—Cylinders furnished to the Army and British are identical. Those supplied to the Navy have Navy type valve. To effect interchangeability, replace Navy type outlet valve with Army type valve, or use high pressure oxygen adapter, part number AN6007-1.



CYLINDER—HIGH PRESSURE OXYGEN

ARMY TYPE E-1

NAMES: High pressure oxygen cylinder
Cylinder—oxygen
Oxygen cylinder

Oxygen bottle
E-1 cylinder

DESCRIPTION: The Army type E-1 high pressure oxygen cylinder assembly is used in a high pressure continuous flow system. The cylinder is wire wound.

CHARACTERISTICS:

Internal volume.....	approximately 646 cubic inches
Rated oxygen capacity.....	approximately 42 ⁹ / ₁₀ cubic feet
Dimensions.....	approximately 6 ¹⁵ / ₁₆ inches diameter
	approximately 27 ¹ / ₄ inches overall length
Weight.....	approximately 27 ¹³ / ₁₆ pounds
Spud.....	1 inch standard internal pipe thread

ARMY

A. E. REFERENCE NUMBER: 46-1150

SPECIFICATIONS:

General.....	94-40244-B
Detail.....	94-40251

TYPE DESIGNATION: E-1

A. S. C. STOCK NUMBER: 5500345000

TECHNICAL ORDER NUMBER: Refer to column 5 of the chart.

PRODUCTION STATUS: Not under procurement for initial installation, because of the Army change to low pressure oxygen systems.

SHIPPING DATA: Shipped as a complete unit, including discharge valve.

NAVY

PROCUREMENT STATUS: There is no Navy equivalent for this item.

ALL MODELS BELOW ARE INTERCHANGEABLE
Models are used in services as noted in column 4
A-Army, N-Navy, B-British

Manufacturer	Manufacturer's Part Number	Manufacturer's Drawing Number	Used By	Army Technical Order Number	American Stores Reference Number
Air Cruisers Inc.	1275	1512-4	A-B	03-50-4	106D/47
	1275	1512-4	N		
American LaFrance & Foamite Corp.		4M-1857	A-B		106D/47
		4M-1857	N		
Walter Kidde & Co.	25479	77507	A-B	03-50-4	106D/47
	25008	77507	N		

NOTE—Cylinders furnished to the Army and British are identical. Those supplied to the Navy have Navy type valve. To effect interchangeability, replace Navy type outlet valve with Army type valve, or use high pressure oxygen union adapter, part number AN6007-1.



WALK AROUND UNIT—LOW PRESSURE OXYGEN

AN6020-1

NAVY—SEE BELOW

NAMES: Apparatus—portable
Cylinder and regulator assembly oxygen portable
Walk around unit

Portable oxygen unit
Walk around bottle

DESCRIPTION: The low pressure oxygen walk around unit consists of an Army type A-4 low pressure oxygen walk around cylinder which is painted green instead of the usual yellow, and an Army type A-13 low pressure demand walk around regulator. This unit provides the user with an oxygen supply while moving about in the plane.

Before moving about, the user disconnects the hose of his demand mask from the demand oxygen mask to regulator tube at his station and inserts the male end of his mask hose into the connection provided under the trap door on the portable regulator. When the supply of oxygen is exhausted, usually in four to eight minutes, the cylinder may be recharged by inserting the spud on the regulator into the filler valve of the walk around unit recharger assembly. A clamp is provided on the regulator to fasten the entire unit to the shirt front.

CHARACTERISTICS:

Dimensions.....approximately 13 inches high
Weight.....approximately 3½ pounds

RELATIONSHIP OF PARTS: Recharged in the airplane from walk-around unit recharger, A. E. Reference Number 46-1850. Walk around unit consists of Army type A-4 low pressure oxygen walk around cylinder, A. E. Reference Number 46-900; and Army type A-13 low pressure demand walk around regulator, A. E. Reference Number 46-2050.

ARMY

A. E. REFERENCE NUMBER: 46-725

SPECIFICATIONS:

General.....94-40320-B

AN DRAWING NUMBER: AN6020

A. A. F. DRAWING NUMBER: 42D5357

A. S. C. STOCK NUMBER: 5500358118

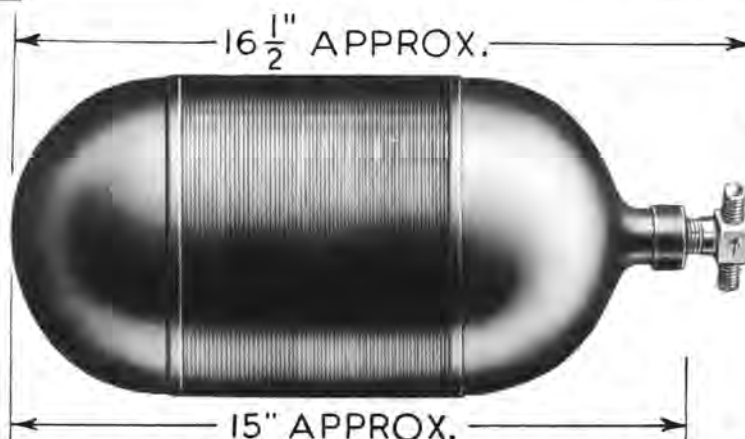
TECHNICAL ORDER NUMBER: 03-50A-9

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: The cylinder manufacturer ships the cylinder to the regulator manufacturer, who assembles the cylinder and regulator and ships them as a complete unit.

NAVY

PROCUREMENT STATUS: On airplanes procured from Army.



CYLINDER AND VALVE ASSEMBLY—OXYGEN 750 LITER

NAMES: Oxygen 750 liter cylinder and valve assembly
750 liter bottle
750 liter cylinder

Flask
Mark V C cylinder

DESCRIPTION: This British oxygen cylinder and valve assembly consists of a wire wound high-pressure cylinder, fitted with a tee which embodies a check valve. This type of cylinder assembly is used when the oxygen cylinders installed in an airplane are to be manifolded together and recharged from a common filler valve.

CHARACTERISTICS:

Weight.....	approximately 14 $\frac{7}{8}$ pounds
Dimensions.....	approximately 7.1 inches diameter
	approximately 16 $\frac{1}{2}$ inches overall length
Cylinder spud.....	Whitworth form tapered internal pipe thread to fit 0.715 inch standard British valve stem.
Rated oxygen capacity.....	approximately 23 $\frac{1}{2}$ cubic feet
Internal volume.....	approximately 350 cubic inches

RELATIONSHIP OF PARTS: Assembly consists of:

- 1 750 liter cylinder—Mark V C, American Stores Reference Number 106D/61
1 three-way piece—Mark V, British Stores Reference Number 6D/422, American Stores Reference Number 106D/28, A. E. Reference Number 46-1839
1 non-return valve—Mark I, British Stores Reference Number 6D/427, American Stores Reference Number 106D/7, A. E. Reference Number 46-2885

ARMY

A. E. REFERENCE NUMBER: 46-1325

TYPE DESIGNATION: British Mark V C

PRODUCTION STATUS: Not under procurement for initial installation.

SHIPPING DATA: Shipped as a complete unit.

NAVY

PROCUREMENT STATUS: Procured on airplanes having British oxygen equipment.

BRITISH

AIR MINISTRY SPECIFICATION: 0.133

AIR MINISTRY DRAWING NUMBERS: W5152, W8645 and S.I.S. 573

TYPE DESIGNATION: Mark V C

ALL MODELS BELOW ARE INTERCHANGEABLE
Models are used in services as noted in column 4
A-Army, N-Navy, B-British

Manufacturer	Manufacturer's Model Identification	Manufacturer's Drawing Number	Used By	Air Service Command Stock Number	American Stores Reference Number	Manufacturer's Specification Number	Remarks
Kelsey-Hayes Wheel Co.	25834	24913	A-B-N	5500358115-6	106D/62*	B-2987	
	25661	24913	A-B	5500358117	106D/63	B-2987	**
	25773	24449	B	5500358115-4	106D/10	B-2987	Cylinder is the Mark V* cylinder, not wire wound.

*American Stores Reference Number 106D/62 interchangeable with assembly of British Stores Reference Numbers 6D/483, 6D/422 and 6D/427.

**Interchangeability may be effected by removing Mark VII A valve and substituting three-way piece Mark V complete with Mark I non-return valve, A. E. Reference Numbers 46-1839 and 46-2885.



CYLINDER AND VALVE ASSEMBLY—OXYGEN 750 LITER

NAMES: Oxygen 750 liter cylinder and valve assembly Flask
750 liter bottle Mark V C cylinder
750 liter cylinder

DESCRIPTION: This British oxygen cylinder and valve assembly consists of a wire wound high-pressure cylinder, fitted with a discharge valve. This type of cylinder assembly is used when the oxygen cylinders are to be removed from the airplane for recharging. This cylinder is painted black.

CHARACTERISTICS:

Weight	approximately 15¾ pounds
Dimensions	approximately 7.1 inches diameter
	approximately 17.8 inches overall length
Cylinder spud	Whitworth form tapered internal pipe thread to fit 0.715 standard British valve stem
Rated oxygen capacity	approximately 23½ cubic feet
Internal volume	approximately 350 cubic inches

RELATIONSHIP OF PARTS: Assembly consists of:

1 750 liter cylinder—Mark V C, American Stores Reference Number 106D/61
1 valve—Mark VII A, British Stores Reference Number 6D/264, American Stores Reference Number 106D/54, A. E. Reference Number 46-2877
Recharged from Army or Navy supply lines by using high-pressure oxygen supply union coupling adapter, drawing number AN6006, A. E. Reference Number 46-400.

ARMY

A. E. REFERENCE NUMBER: 46-1330
TYPE DESIGNATION: Mark V C
PRODUCTION STATUS: Not under procurement for initial installation.
SHIPPING DATA: Shipped as a complete unit.

NAVY

There is no Navy equivalent for the Army item.

BRITISH

AIR MINISTRY SPECIFICATION: 0.133
AIR MINISTRY DRAWING NUMBERS: W5152, W8645 and S.I.S. 573
TYPE DESIGNATION: Mark V C

ALL MODELS BELOW ARE INTERCHANGEABLE
Models are used in services as noted in column 4
A-Army, N-Navy, B-British

Manufacturer	Manufacturer's Model Identification	Manufacturer's Drawing Number	Used By	Air Service Command Stock Number	American Stores Reference Number	Kelsey-Hayes Specification Number	Remarks
Kelsey-Hayes Wheel Co.	25661	24913	A-B	5500358117	106D/63*	B-2987	
	25834	24913	A-B-N	5500358115-6	106D/62	B-2987	**
	25474	24449	B	None	106D/37	B-2987	Cylinder is the Mark V* cylinder, not wire wound.

*American Stores Reference Number 106D/63 interchangeable with assembly of British Stores Reference 6D/483 and 6D/264.

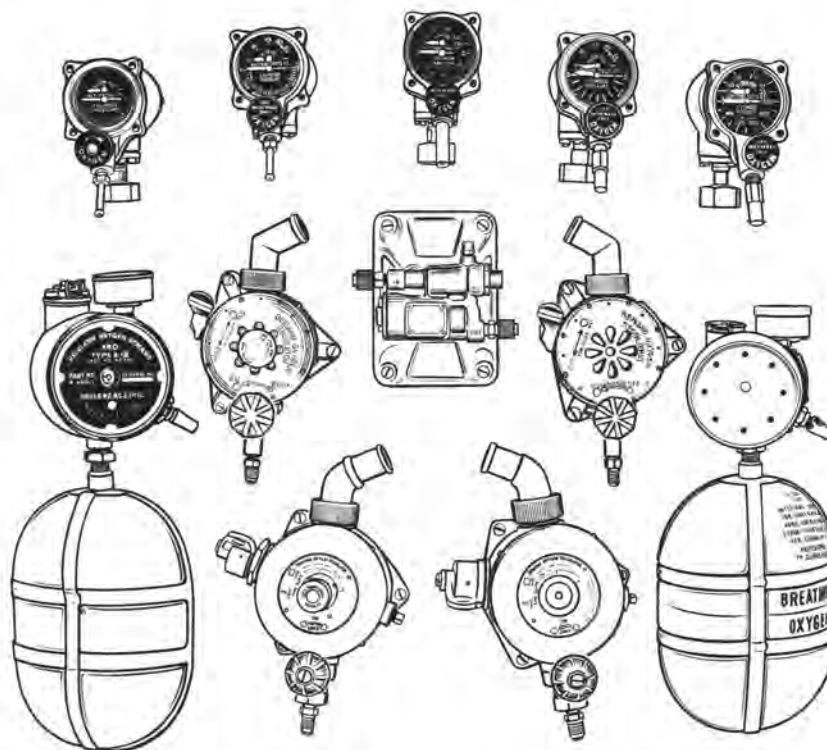
**Interchangeability may be effected by removing Mark V three-way piece and non-return valve Mark I and substituting Mark VII A* valve, A. E. Reference Number 46-2877.



OXYGEN REGULATORS

Oxygen regulators reduce the pressure of the compressed oxygen flowing from the storage cylinders to a usable pressure, and accurately control its flow to the mask. In general, each regulator supplies oxygen for one person only. There are two general types: continuous flow regulators and diluter demand regulators. Continuous flow regulators were the first type to be developed, and, as the Army was using high pressure cylinders at the time, the first regulators were high pressure continuous flow. When the Army changed to low pressure cylinders, the continuous flow system was still in use, so that the regulators developed were low pressure continuous flow. When the Army changed to the diluter demand type system, low pressure cylinders were in use, so that the regulators used were low pressure diluter demand. The Army has never had a high pressure diluter demand regulator, while the Royal Air Force uses what are essentially high pressure continuous flow regulators.

A continuous flow regulator is a hand controlled delivery valve which will dispense oxygen at a predetermined constant rate, regardless of the momentary physiological needs of the user. The manually operated control valve has a flow indication dial, graduated in thousands of feet. Setting the flow indicator to the altitude at which the airplane is or will be flying provides a flow of oxygen sufficient for the user's normal requirements, except for high breathing rates. A pressure gage is incorporated in the regulator to show the supply of oxygen remaining in the cylinders. Only continuous flow



type masks can be used with continuous flow regulators. The mask is connected directly to the regulator outlet.

A diluter demand type regulator is essentially a suction-operated valve which releases oxygen upon inhalation. This type regulator automatically mixes varying quantities of air and oxygen, the ratio depending upon the needs of the altitude, and delivers the quantity demanded upon inhalation; above 30,000 feet pure oxygen is released. This regulator supplies as much oxygen as demanded by the momentary physiological needs of the user; that is, the greater the rate of respiration, the greater the amount of oxygen supplied. The diluter demand type regulator incorporates neither a pressure gage nor a flow indicator; these instruments are auxiliary equipment in a demand system and are mounted on a special panel at each station. Only demand type masks can be used with diluter demand type regulators. The mask is connected to a hose, which, in turn, is connected to the regulator outlet.



REGULATOR—LOW PRESSURE CONTINUOUS FLOW OXYGEN ARMY TYPE A-9

NAMES: Low pressure continuous flow oxygen regulator Regulator—oxygen
Oxygen regulator A-9 regulator
Regulator—free flow

DESCRIPTION: The type A-9 low pressure continuous flow oxygen regulator is designed for use with low pressure cylinders not exceeding 500 pounds per square inch. The dial of the pressure gage has been changed accordingly. This regulator incorporates a straight plain outlet nipple. As continuous flow oxygen masks, Army type A-8 series, incorporate a bayonet fitting on the hose end, low pressure continuous flow oxygen regulator, A. E. Reference Number 46-2155, is preferred.

CHARACTERISTICS:

Dimensions.....approximately $2\frac{3}{8}$ inches wide by $4\frac{1}{2}$ inches
high by $4\frac{5}{8}$ inches deep
Weight.....approximately 2 pounds
Pressure range.....0 to 500 pounds per square inch
Altitude range.....0 to 35,000 feet

ARMY

A. E. REFERENCE NUMBER: 46-2150

SPECIFICATIONS:

Detail.....94-40319

TYPE DESIGNATION: A-9

A. S. C. STOCK NUMBER: Refer to column 5 of the chart.

TECHNICAL ORDER NUMBER: Refer to column 6 of the chart.

PRODUCTION STATUS: Not under procurement for initial installation because of Army change to demand type system.

SHIPPING DATA: Shipped complete with inlet fittings, cone, Army part number 36A2171 and nut, Army part number 041710.

NAVY

There is no Navy equivalent for the Army item.

ALL MODELS BELOW ARE INTERCHANGEABLE
Models are used in services as noted in column 4
A-Army, N-Navy, B-British, C-Commercial

Manufacturer	Manufacturer's Type Identification	Manufacturer's Drawing Number	Used By	Air Service Command Stock Number	Army Technical Order Number	American Stores Reference Number	Remarks
Pioneer Instrument Division of Bendix Aviation Corp.	2803-3A-A1	2803-0	A-B	5500721100	03-50A-1	106D 200	
	2805-3A-A1	2805-0	A-B	5500721110		106D/44	*

*Interchangeability may be effected by removing bayonet outlet fitting, Army drawing number 4182987, and substituting straight plain nipple, Pioneer part number PB-21154 (A. S. C. stock number 5500589030).



REGULATORS OXYGEN EQUIPMENT SECTION



REGULATOR—LOW PRESSURE CONTINUOUS FLOW OXYGEN

ARMY TYPE A-9

NAMES: Low pressure continuous flow oxygen regulator Regulator—oxygen with fitting 41B2987
Oxygen regulator A-9 regulator
Regulator—free flow

DESCRIPTION: This Army type A-9 low pressure continuous flow oxygen regulator is the same as the low pressure continuous flow oxygen regulator, A. E. Reference Number 46-2150, except that it incorporates a bayonet type outlet nipple assembly. As continuous flow oxygen masks, Army type A-8 series, incorporate a bayonet fitting on the hose end, this low pressure continuous flow oxygen regulator is preferred to A. E. Reference Number 46-2150.

CHARACTERISTICS:

Dimensions approximately $2\frac{3}{8}$ inches wide by $4\frac{1}{2}$ inches
high by $4\frac{3}{4}$ inches deep
Weight approximately 2 pounds
Pressure range 0 to 500 pounds per square inch
Altitude range 0 to 35,000 feet

RELATIONSHIP OF PARTS: Used with continuous flow oxygen mask, Army type A-8B, A. E. Reference Number 46-1650.

ARMY

A. E. REFERENCE NUMBER: 46-2155

SPECIFICATIONS:

Detail 94-40319

TYPE DESIGNATION: A-9

A. S. C. STOCK NUMBER: Refer to column 5 of the chart.

TECHNICAL ORDER NUMBER: Refer to column 6 of the chart.

PRODUCTION STATUS: Not under procurement for initial installation because of Army change to demand type system.

SHIPPING DATA: Shipped complete with inlet fittings, cone, Army part number 36A2171, and nut, Army part number 041710.

NAVY

There is no Navy equivalent for the Army item.

ALL MODELS BELOW ARE INTERCHANGEABLE
Models are used in services as noted in column 4
A-Army, N-Navy, B-British

Manufacturer	Manufacturer's Type Identification	Manufacturer's Drawing Number	Used By	Air Service Command Stock Number	Army Technical Order Number	American Stores Reference Number	Remarks
Pioneer Instrument Division of Bendix Aviation Corp.	2805-3A-A1	2805-0	A-B	5500721110	03-50A-1	106D/244	
	2803-3A-A1	2803-0	A-B	5500721100	03-50A-1	106D 200	*

*Interchangeability may be effected by removing straight plain type nipple, Pioneer part number PB-21154 (A. S. C. stock number 5500589030) and substituting bayonet type fitting, Army drawing number 41B2987.



REGULATOR—LOW PRESSURE CONTINUOUS FLOW OXYGEN

ARMY TYPE A-9A

NAVY—SEE BELOW

NAMES: Low pressure continuous flow oxygen regulator Regulator—oxygen
Oxygen regulator A-9A regulator
Regulator—free flow

DESCRIPTION: The type A-9A low pressure continuous flow oxygen regulator is the same as the low pressure continuous flow oxygen regulator type A-9, except that the rate of flow at 20,000 and 30,000 feet has been increased by enlarging the opening of the outlet nipple assembly, and the flow indicator dial has been recalibrated accordingly. The needle valve offers a more sensitive control than in the A-9 type. The outlet nipple assembly is of the bayonet type. The type A-9A is preferred to all other low pressure continuous flow oxygen regulators.

CHARACTERISTICS:

Dimensions	approximately 2 $\frac{3}{8}$ inches wide by 4 $\frac{1}{2}$ inches high by 4 $\frac{5}{8}$ inches deep
Weight	approximately 2 pounds
Pressure range	0 to 500 pounds per square inch
Altitude range	0 to 35,000 feet

RELATIONSHIP OF PARTS: Used with:

Continuous flow oxygen mask, Army type A-8B A. E. Reference Number 46-1650

ARMY

A. E. REFERENCE NUMBER: 46-2200

SPECIFICATIONS:

Detail 94-40319

MANUFACTURER'S DRAWING NUMBER: Pioneer Instrument Division of Bendix Aviation Corporation 2805-0

TYPE DESIGNATION: A-9A

MANUFACTURER'S TYPE: Pioneer Instrument Division of Bendix Aviation Corporation 2805-3B-B1

A. S. C. STOCK NUMBER: 5500721120

TECHNICAL ORDER NUMBER: 03-50A-1

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped complete with inlet fittings, cone, Army part number 36A2171 and nut, Army part number 041710.

NAVY

PROCUREMENT STATUS: On airplanes procured from Army.

BRITISH

AMERICAN STORES REFERENCE NUMBER: 106D/182



REGULATOR—LOW PRESSURE AUTOMATIC CONTINUOUS FLOW OXYGEN

ARMY TYPE A-11

NAMES: Low pressure automatic continuous flow oxygen regulator Regulator—oxygen
Oxygen regulator A-11 regulator
Regulator—automatic continuous flow oxygen

DESCRIPTION: The type A-11 low pressure automatic continuous flow oxygen regulator is used in transport airplanes to provide an automatic and continuous flow of oxygen to passengers. Crew members use the standard demand system. This regulator is capable of supplying as many as fifteen men. Since flow for different altitudes is automatically regulated, no manual control is provided. The regulator incorporates neither a flow indicator nor a pressure gage. A low pressure oxygen pressure gage, a low pressure oxygen signal, and an indicator lamp assembly register cylinder pressure and warn if it becomes dangerously low. Oxygen is piped to stations in the airplane, which are provided with automatic oxygen couplings. When oxygen is needed, the user plugs his continuous flow mask into the automatic oxygen coupling. When the bayonet fitting of the mask base is removed from the coupling, the oxygen flow shuts off automatically.

CHARACTERISTICS:

Dimensions	approximately 3 inches high by 4 inches deep by 5 1/2 inches wide
Weight	approximately 2 pounds
Pressure range	0 to 500 pounds per square inch
Altitude range	0 to 30,000 feet

RELATIONSHIP OF PARTS: Used with:

Low pressure oxygen pressure gage, Army type K-1	A. E. Reference Number 46-1400
Low pressure oxygen signal, Army type G-1	A. E. Reference Number 46-2450
Indicator lamp assembly	A. E. Reference Number 42-3400
Automatic oxygen coupling	A. E. Reference Number 46-1350
Continuous flow oxygen mask, Army type A-8B	A. E. Reference Number 46-1650

ARMY

A. E. REFERENCE NUMBER: 46-2300

SPECIFICATIONS:

General	40363-A
Detail	94-40334

MANUFACTURER'S DRAWING NUMBER: American Gas Association A-100

TYPE DESIGNATION: A-11

MANUFACTURER'S MODEL IDENTIFICATION: A-100

A. S. C. STOCK NUMBER: 5500721160

TECHNICAL ORDER NUMBER: 03-50A-10

PRODUCTION STATUS: Under procurement.

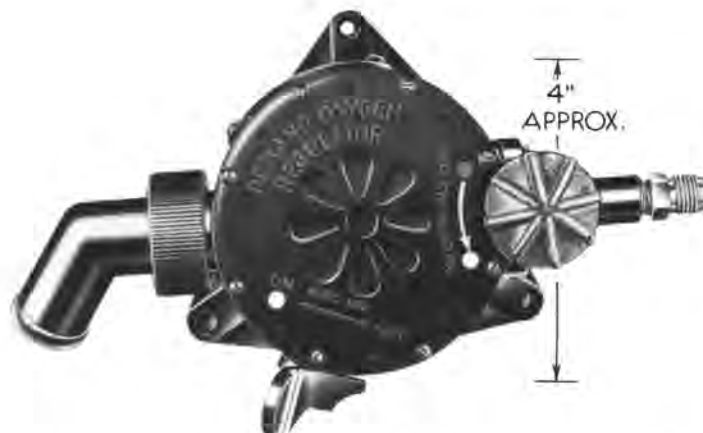
SHIPPING DATA: Shipped as a complete unit including a mounting plate.

NAVY

There is no Navy equivalent for the Army item.



REGULATORS OXYGEN EQUIPMENT SECTION



REGULATOR—LOW PRESSURE DILUTER DEMAND OXYGEN ARMY TYPE A-12

NAMES: Low pressure diluter demand oxygen regulator Regulator—oxygen demand
Oxygen regulator A-12 regulator
Regulator—diluter demand oxygen

DESCRIPTION: This low pressure diluter demand regulator was the first standard diluter demand regulator to be used by the Army. It has an "auto-mix" lever, which, when ON, allows mixing of air and oxygen; and when OFF, dispenses only pure oxygen. Each regulator has an emergency by-pass valve which, when turned counterclockwise, allows a continuous flow of oxygen to by-pass the entire regulator mechanism.

This regulator incorporates no pressure gage or flow indicator but has them as auxiliary installation units, as well as a low pressure oxygen warning signal which flashes a light when the oxygen supply becomes dangerously low. The regulator is connected to the hose of the demand type mask by means of a demand mask to regulator tube.

CHARACTERISTICS:

Dimensions.....approximately 4 inches in diameter by $2\frac{5}{8}$ inches thick
Weight.....approximately 2 pounds
Pressure range.....0 to 500 pounds per square inch
Altitude range.....0 to 40,000 feet

RELATIONSHIP OF PARTS: Used with:

Low pressure oxygen pressure gage, Army type K-1...A. E. Reference Number 46-1400,
Low pressure oxygen flow indicator, Army type A-1...A. E. Reference Number 46-1500, or
Low pressure oxygen flow indicator, Army type A-3...A. E. Reference Number 46-1600,
Low pressure oxygen pressure signal, Army type G-1...A. E. Reference Number 46-2450 and
Demand mask to regulator tube of appropriate length...A. E. Reference Numbers 46-2630, 2640, 2650,
2700 or 2720.

ARMY

A. E. REFERENCE NUMBER: 46-2350

SPECIFICATIONS:

General.....40363-A
Detail.....40370

A. A. F. DRAWING NUMBER: 43D8177 (Pioneer design) or 43D8178 (Airco design).

TYPE DESIGNATION: A-12

A. S. C. STOCK NUMBER: Refer to column 5 of the chart.

TECHNICAL ORDER NUMBER: Refer to column 6 of the chart.

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped complete with $\frac{1}{8}$ inch pipe thread inlet and a $\frac{7}{8}$ inch outer diameter swivel elbow nipple outlet.

(Continued on page 24)



REGULATOR—LOW PRESSURE DILUTER DEMAND OXYGEN

(Continued from page 23)

NAVY

Detail.....AN-R-5
 AN DRAWING NUMBER: AN6004
 TECHNICAL ORDER NUMBER: 42-40, 11-41, 17-41
 TECHNICAL NOTE NUMBER: 20-41, 30-41, 41-41
 PROCUREMENT STATUS: Under procurement with outlet deviation. Army type A-12 procured on airplanes procured from Army.

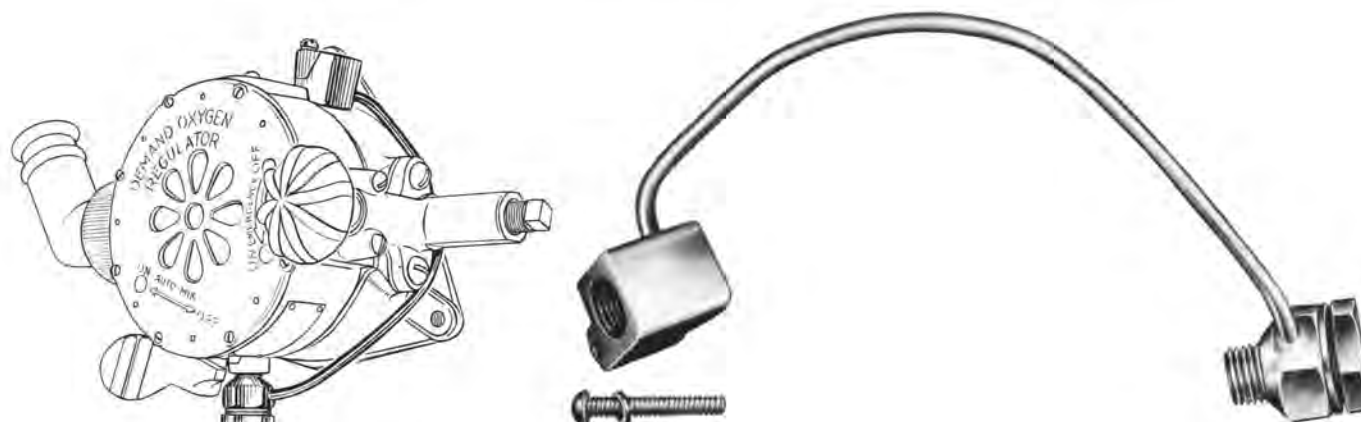
BRITISH

AMERICAN STORES REFERENCE NUMBER: 106D/229

ALL MODELS BELOW ARE INTERCHANGEABLE
Models are used in services as noted in column 4
A-Army, N-Navy, B-British

Manufacturer	Model Identification	Manufacturer's Part or Drawing Number	Used By	Air Service Command Stock Number	Army Technical Order Number	
Pioneer Instrument Division of Bendix Aviation Corp.	2850-A1	2850-0	A	5500721200	03-50A-5	
	2851-A1	2851-0	N	None		Produced to specification AN-R-5 Includes a blinker flowmeter and pressure gage. Pressure range 0 to 1800 pounds per square inch. Has outlet threaded for Mine Safety Appliance Company oxygen mask.
Aro Equipment Corp.	None	8800100	A	5500721200	03-50A-8 03-50A-11	*These approximate serial numbers will require the use of the connector assembly—1 to 69,800.
Air Reduction Sales Co.	None	A8000100	A	5500721200	03-50A-8	*These approximate serial numbers will require the use of the connector assembly—1 to 25,000.
Johnson Fare Box Co.	None	41-5000	A	5500721200	03-50A-8	*These approximate serial numbers will require the use of the connector assembly—1 to 29,000.
National Die Casting Co.	None	6000	A	5500721200	03-50A-8	*These approximate serial numbers will require the use of the connector assembly—1 to 27,250.

*When used with a low pressure oxygen flow indicator, Army type A-3, A. E. Reference Number 46-1600, the old style casting which has the flow indicator outlet directly below the auto-mix lever must be adapted by using connector assembly, Army drawing number 43D3552, A. E. Reference Number 46-715. When used with low pressure oxygen flow indicator, Army type A-1, A. E. Reference Number 46-1500, all models shown are interchangeable without adaptation.



CONNECTOR ASSEMBLY

ARMY DRAWING 43D3552

NAMES: Connector assembly—type A-3 oxygen system	Kit—conversion
Flow indicator	Connector assembly kit
Kit—connector assembly	Conversion kit

DESCRIPTION: This connector assembly is used to make an Airco low pressure diluter demand oxygen regulator, Army type A-12, interchangeable with a Pioneer low pressure diluter demand oxygen regulator, Army type A-12, when the Airco design is used with a low pressure oxygen flow indicator, Army type A-3. The original Airco design, Army drawing 43D8178, has the oxygen flow indicator outlet opening 108 degrees clockwise from the inlet and directly below the "auto-mix" lever. This connector assembly converts the location of the flow indicator opening to the side opposite the auto-mix lever, 72 degrees counterclockwise from the inlet connection. The Airco diluter demand oxygen regulator now incorporates in the casting the proper location for Army type A-3 low pressure oxygen flow indicator opening, thus eliminating the use of the connector assembly.

RELATIONSHIP OF PARTS: Used with:

- Low pressure diluter demand oxygen regulator,
- Army type A-12 (Airco design) A. E. Reference Number 46-2350
- Low pressure oxygen flow indicator, Army type A-3. . . A. E. Reference Number 46-1600

ARMY

A. E. REFERENCE NUMBER: 46-715

A. A. F. DRAWING NUMBER: 43D3552

A. S. C. STOCK NUMBER: 5500525000

MANUFACTURER'S PART NUMBER: Wyse laboratories WL-138-A-1.

PRODUCTION STATUS: Under procurement. Required on following serial numbered regulators only:
Aro Equipment Corporation, 1 to 69,800; Air Reduction Sales Company, 1 to 25,000; Johnson Fare
Box Company, 1 to 29,000; National Die Casting Company, 1 to 27,250.

SHIPPING DATA: Shipped as a complete unit.

NAVY

There is no Navy equivalent for the Army item.



REGULATORS OXYGEN EQUIPMENT SECTION



REGULATOR—LOW PRESSURE DEMAND WALK AROUND OXYGEN

AN6022-1 FORMER ARMY TYPE A-13

NAMES: Low pressure demand walk around oxygen regulator
Oxygen regulator
Regulator assembly—demand oxygen

Regulator—oxygen demand
Walk around regulator
A-13 regulator

DESCRIPTION: The low pressure demand walk around oxygen regulator is assembled with a low pressure oxygen cylinder, Army type A-4, to form the complete unit, AN6020. This regulator differs from an ordinary demand type regulator inasmuch as it has no "auto-mix" feature. It dispenses only pure oxygen on demand.

On the top of the regulator is a cylinder pressure gage, and a trap door oxygen outlet, into which the hose end of a demand type mask is inserted. On the side is a spout for refilling the oxygen unit from the recharger assembly. The back has a clamp for attaching the unit to the user's shirt front.

CHARACTERISTICS:

Dimensions approximately 5 $\frac{15}{16}$ by 2 $\frac{1}{8}$ by 3 $\frac{13}{32}$ inches
Weight approximately 1 $\frac{1}{2}$ pounds
Pressure range 0 to 500 pounds per square inch
Altitude range 0 to 40,000 feet

RELATIONSHIP OF PARTS: Used with:

Low pressure oxygen walk around cylinder,
Army type A-4 A. E. Reference Number 46-900
To make the low pressure oxygen walk around unit . . . A. E. Reference Number 46-725

ARMY

A. E. REFERENCE NUMBER: 46-2050

SPECIFICATIONS:

Detail: AN-R-11

Superseded: 94-40382

AN DRAWING NUMBER: AN6022

TYPE DESIGNATION: A-13

A. S. C. STOCK NUMBER: Refer to column 5 of the chart.

TECHNICAL ORDER NUMBER: Refer to column 6 of the chart.

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Assembled with low pressure oxygen walk around cylinder, Army type A-4, A. E. Reference Number 46-900, and shipped as low pressure oxygen walk around unit, AN6020, A. E. Reference Number 46-725.

NAVY

PROCUREMENT STATUS: On airplanes procured from Army.

ALL MODELS BELOW ARE INTERCHANGEABLE
Models are used in services as noted in column 4
A-Army, N-Navy, B-British

Manufacturer	Manufacturer's Model Identification	Manufacturer's Drawing Number	Used By	Air Service Command Stock Number	Army Technical Order Number	Remarks
Lion Manufacturing Co.	0-506-1	0-506-1	A	5500718295-5	03-50A-6	Aro Equipment Company design
Marchant Calculating Machine Co.	1052-1	1052-1	A	5500718295-5	03-50A-9	Scott Aviation Company design
Peerless of America, Inc.	0-506-1	0-506-1	A	5500718295-5	03-50A-6	Aro Equipment Company design
Scott Aviation Co.	1052-1	1052-1	A	5500718295-5	03-50A-9	



REGULATORS OXYGEN EQUIPMENT SECTION



REGULATOR—HIGH PRESSURE CONTINUOUS FLOW OXYGEN

ARMY TYPE A-6

NAMES: High pressure continuous flow oxygen regulator
Oxygen regulator
Regulator—free flow

Regulator—oxygen
A-6 regulator

DESCRIPTION: The type A-6 high pressure continuous flow regulator was the first of its type to be used. It was designed to work with pressures as high as 1800 pounds per square inch. This type was designed for use with a pipestem or mouthpiece, but may be used with an Army type continuous flow mask, with the regulator set at the 20,000-foot mark. Compared to the other continuous flow regulators, the type A-6 has the largest flow of oxygen.

CHARACTERISTICS:

Dimensions.....approximately $2\frac{3}{8}$ inches wide by $4\frac{29}{32}$ inches deep by $4\frac{1}{2}$ inches long
Weight.....approximately $1\frac{1}{8}$ pounds
Pressure range.....0 to 1800 pounds per square inch
Altitude range.....0 to 35,000 feet

RELATIONSHIP OF PARTS: Connects to the inlet hose of the continuous flow oxygen mask, A. E. Reference Number 46-1650

ARMY

A. E. REFERENCE NUMBER: 46-1950

SPECIFICATIONS:

Detail.....94-40249

A. A. F. DRAWING NUMBER: 36D2025

TYPE DESIGNATION: A-6

A. S. C. STOCK NUMBER: Refer to column 5 of the chart.

TECHNICAL ORDER NUMBER: Refer to column 6 of the chart.

PRODUCTION STATUS: Not under procurement for initial installation because of Army change to low pressure demand type system.

SHIPPING DATA: Shipped complete with inlet fittings, cone, Army part number 36A2171 and nut, Army part number 041710.

NAVY

There is no Navy equivalent for the Army item.

ALL MODELS BELOW ARE INTERCHANGEABLE Models are used in services as noted in column 4 A-Army, N-Navy, B-British, C-Commercial

Manufacturer	Manufacturer's Type Identification	Manufacturer's Drawing Number	Used By	Air Service Command Stock Number	Army Technical Order Number	American Stores Reference Number
Pioneer Instrument Division of Bendix Aviation Corp.	962C	962C-0	A-B	5500720000	03-50A-1	106D/43
	2801-1A-A1		B-C			106D/1
	2801-2A-A1		B			106D/33*

*Flow indicator dial graduated 0 to 10,000 meters altitude, cylinder pressure dial graduated 0 to 200 kilograms per square centimeter. Interchangeability effected by removing bayonet fitting, Army part number 41B2987 and incorporating straight nipple, Pioneer part number PB-10878, A.S.C. number 5500589000.



REGULATORS OXYGEN EQUIPMENT SECTION



REGULATOR—HIGH PRESSURE CONTINUOUS FLOW OXYGEN

ARMY TYPE A-8

NAMES: High pressure continuous flow oxygen regulator
Oxygen regulator

Regulator—free flow
A-8 regulator

DESCRIPTION: The high pressure continuous flow oxygen regulator is the same as the A-6 type, except that the rate of flow of oxygen at different altitudes has been reduced by using a smaller opening in the oxygen outlet nipple assembly. A smaller flow is permissible because, when a mask is used, much less oxygen is required than when used with a pipistem. The nipple assembly, over which the mask tube is inserted, is of the straight type. The type A-8 regulator has a knob bearing the words "Use with Mask Only" and a dial indicating flow calibration. This continuous flow regulator is used with Army type A-8 continuous flow mask, and cannot be used with a pipistem because the flow is insufficient.

CHARACTERISTICS:

Dimensions approximately 2 $\frac{3}{4}$ inches wide by 4 $\frac{1}{2}$ inches high by 4 $\frac{5}{64}$ inches deep
Weight approximately 2 pounds
Pressure range 0 to 1800 pounds per square inch
Altitude range 0 to 35,000 feet

RELATIONSHIP OF PARTS: Connected to the inlet hose of the continuous flow oxygen mask, A. E. Reference Number 46-1650.

ARMY

A. E. REFERENCE NUMBER: 46-2100

SPECIFICATIONS:

Detail 94-40300

TYPE DESIGNATION: A-8

A. S. C. STOCK NUMBER: Refer to column 5 of the chart.

TECHNICAL ORDER NUMBER: Refer to column 6 of the chart.

PRODUCTION STATUS: Not under procurement for initial installation, because of Army change to low pressure demand type system.

SHIPPING DATA: Shipped complete with inlet fittings, cone, Army part number 36A2171 and nut, Army part number 041710.

NAVY

There is no Navy equivalent for the Army item.

ALL MODELS BELOW ARE INTERCHANGEABLE Models are used in services as noted in column 4 A-Army, N-Navy, B-British, R. C. A. F.—Royal Canadian Air Force

Manufacturer	Manufacturer's Type Identification	Manufacturer's Drawing Number	Used By	Air Service Command Stock Number	Army Technical Order Number	American Stores Reference Number	Remarks
Pioneer Instrument Division of Bendix Aviation Corp.	2802-1B-A2	2802-0	A	5500721050	03-50A-1	106D 49	*
	2802-1C-A2		C				
	2802-1E-A2		C				
	2802-2E-A2		B			106D/32	**
	2804-1A-A1		R. C. A. F.				
	2806-1B-A1	2802-0	A	5500721060	03-50A-1		***

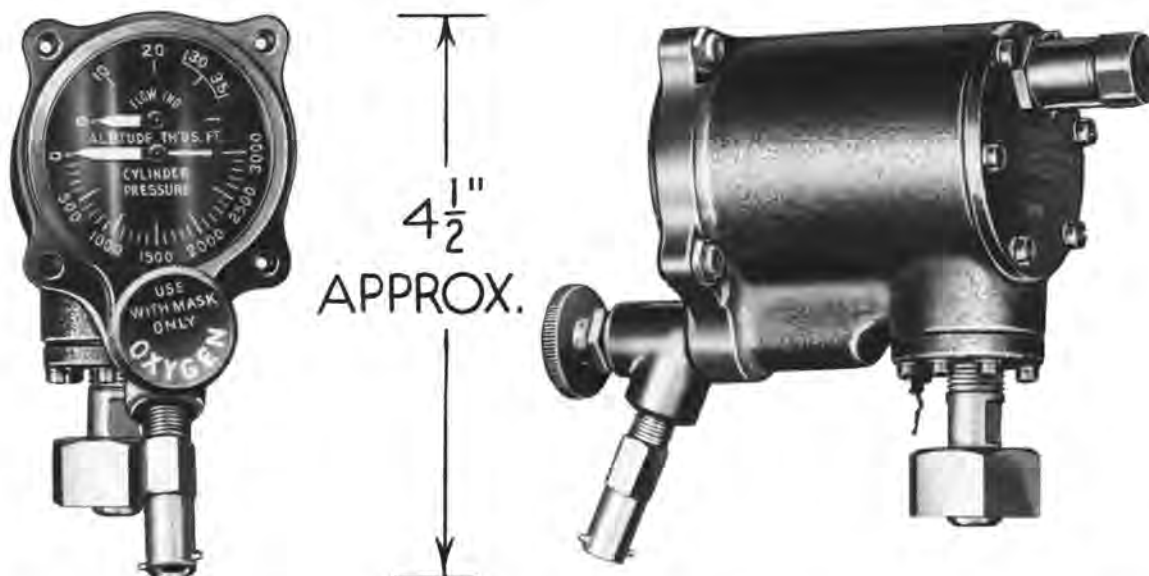
*Flow indicator dial graduated 0 to 10,000 meters altitude; cylinder pressure dial graduated 0 to 200 kilograms per square centimeter.

**Used with mouth piece by Royal Canadian Air Force with special bayonet outlet fitting. Interchangeability effected by removing special bayonet fitting and installing nipple assembly, Pioneer part number PB21154 (A. S. C. stock number 5500589030).

***Interchangeability effected by removing bayonet fitting outlet, Army drawing number 41B2987 and installing nipple assembly, Pioneer part number PB21154 (A. S. C. stock number 5500589030).



REGULATORS OXYGEN EQUIPMENT SECTION



REGULATOR—HIGH PRESSURE CONTINUOUS FLOW OXYGEN ARMY TYPE A-8

NAMES: High pressure continuous flow oxygen regulator
Oxygen regulator
Regulator—free flow

Regulator—oxygen with fitting 41B2987
A-8 regulator

DESCRIPTION: The Army type A-8 high pressure continuous flow oxygen regulator incorporates a bayonet type outlet nipple for use with Army type A-8 series oxygen masks, which incorporate a bayonet type fitting at the hose end. The bayonet fitting is Army part number 41B2987.

CHARACTERISTICS:

Dimensions.....approximately $2\frac{3}{8}$ inches wide by $4\frac{1}{2}$ inches high by $4\frac{5}{64}$ inches deep
Weight.....approximately 2 pounds
Pressure range.....0 to 1800 pounds per square inch
Altitude range.....0 to 35,000 feet

RELATIONSHIP OF PARTS: Used with:

Continuous flow mask, Army type A-8B, A. E. Reference Number 46-1650

ARMY

A. E. REFERENCE NUMBER: 46-2105

SPECIFICATIONS:

Detail.....94-40300

TYPE DESIGNATION: A-8

A. S. C. STOCK NUMBER: Refer to column 5 of the chart.

TECHNICAL ORDER NUMBER: Refer to chart.

PRODUCTION STATUS: Not under procurement for initial installation because of Army change to low pressure demand type system.

SHIPPING DATA: Shipped complete with inlet fittings, cone, Army part number 36A2171 and nut, Army part number 041710.

ALL MODELS BELOW ARE INTERCHANGEABLE

Models are used in services as noted in column 4

A-Army, N-Navy, B-British, C-Commercial, R. C. A. F.-Royal Canadian Air Force

Manufacturer	Manufacturer's Model Identification	Manufacturer's Drawing Number	Used By	Air Service Command Stock Number	Army Technical Order Number	American Stores Reference Number	Remarks
Pioneer Instrument Division of Bendix Aviation Corp.	2802-1B-A1	2802-0	A	5500721060	03-50A-1		*
	2802-1B-A2	2802-0	A	5500721050	03-50A-1		*
	2802-1C-A2	2802-0	C				*
	2802-1E-A2	2802-0	C				**
	2804-1A-A1		R. C. A. F.				
	2802-2E-A2	2802-0	B			106D/32	* Metric Markings

* Interchangeability effected by removing nipple assembly, Pioneer part number PB-21154 (A. S. C. number 5500589030) and installing bayonet fitting, Army drawing number 41B2987.

** Used with mouthpiece by R. C. A. F. with special bayonet fitting. Interchangeability effected by removing special mouthpiece and installing bayonet fitting, Army drawing number 41B2987.



REGULATORS OXYGEN EQUIPMENT SECTION



REGULATOR—HIGH PRESSURE CONTINUOUS FLOW OXYGEN

ARMY TYPE A-8A NAVY—SEE BELOW

NAMES: High pressure continuous flow oxygen regulator Regulator—oxygen
Oxygen regulator A-8A regulator
Regulator—free flow

DESCRIPTION: The type A-8A high pressure continuous flow oxygen regulator is similar to high pressure continuous flow oxygen regulator type A-8, except that the rate of flow at 20,000 and 30,000 feet has been increased by enlarging the opening of the outlet nipple assembly, and the flow indicator dial has been recalibrated accordingly. The needle valve offers a more sensitive control of flow than in the A-8 type. The outlet nipple assembly is of the bayonet type.

At present, the chief use for this regulator is in combination with a high pressure oxygen cylinder and a high pressure oxygen portable unit sling, forming a portable oxygen unit for use in aircraft not equipped with an oxygen system.

CHARACTERISTICS:

Dimensions.....approximately $2\frac{3}{4}$ inches wide by $4\frac{1}{2}$ inches high by $4\frac{5}{8}$ inches deep
Weight.....approximately 2 pounds
Pressure range.....0 to 1800 pounds per square inch
Altitude range.....0 to 35,000 feet

RELATIONSHIP OF PARTS: Used with:

High pressure oxygen cylinder, Army type B-1.....A. E. Reference Number 46-950
Portable high pressure oxygen sling.....A. E. Reference Number 46-2600, and
Continuous flow oxygen mask, Army type A-8B.....A. E. Reference Number 46-1650

ARMY

A. E. REFERENCE NUMBER: 46-2000

SPECIFICATIONS:

Detail.....94-40300

TYPE DESIGNATION: A-8A

A. S. C. STOCK NUMBER: Refer to column 5 of the chart.

TECHNICAL ORDER NUMBER: Refer to column 6 of the chart.

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped complete with inlet fittings; cone, Army part number 36A2171 and nut, Army part number 041710.

NAVY

TECHNICAL ORDER NUMBER: 42-40; 11-41

TECHNICAL NOTE NUMBER: 30-41

PROCUREMENT STATUS: On airplanes procured from Army.

ALL MODELS BELOW ARE INTERCHANGEABLE
Models are used in services as noted in column 4
A-Army, N-Navy, B-British, C-Commercial

Manufacturer	Manufacturer's Type Identification	Manufacturer's Drawing Number	Used By	Air Service Command Stock Number	Army Technical Order Number	American Stores Reference Number
Pioneer Instrument Division of Bendix Aviation Corp.	2806-1D-B1	2806-0	A-N	5500717750	03-50A-1	106D 235
	2806-1C-B1	2806-0	C			



REGULATOR—HIGH PRESSURE OXYGEN

BRITISH MARK VIIIA*

NAMES: High pressure oxygen regulator
Mark VIIIA* regulator
Oxygen regulator

Regulator—high pressure oxygen delivery
Regulator—oxygen

DESCRIPTION: The British high pressure oxygen regulator, Mark VIIIA*, is essentially a high pressure continuous flow regulator. It consists of a reducing valve, a cylinder pressure gage, a flow indicator, and a hand-controlled delivery valve. The cylinder pressure gage has a contents dial to show the supply remaining in the high pressure cylinders. The flow indicator dial is graduated from 0 to 40,000 feet. The handle of the delivery valve is located between and below the contents dial and the delivery dial.

When used in a single outlet installation, the regulator is used with a bayonet union socket, Mark IIIA. When used to supply two alternative stations, the regulator is used with an oxygen flowmeter, Mark II, and bayonet union socket, Mark IIIB. When used in a system having more than one regulator connected to a group of high pressure cylinders, it is used with a high pressure oxygen regulator, Mark VIIIB.

The Mark VIIIA* regulator has been superseded in use by a Mark VIIIC regulator used with a Mark II economizer.

CHARACTERISTICS:

Dimensions approximately 3 $\frac{3}{4}$ by 5 by 2- $\frac{3}{5}$ inches
Weight approximately 2 $\frac{1}{2}$ pounds
Altitude range 0 to 40,000 feet
Pressure range 0 to 1800 pounds

RELATIONSHIP OF PARTS: Used with:

Item	British Stores Reference Number	American Stores Reference Number	A. E. Reference Number
Bayonet union socket, Mark IIIA	6D/83	106D/4	46-2610
(Or The Following Combination)			
Item	British Stores Reference Number	American Stores Reference Number	A. E. Reference Number
Bayonet union socket, Mark IIIB	6D/112	106D/5	46-2612
High pressure oxygen regulator, Mark VIIIB	6D/476	106D/46	46-2371
Oxygen flowmeter, Mark II	6D/232	106D/26	46-1620

(Continued on page 32)



REGULATOR—HIGH PRESSURE OXYGEN

(Continued from page 31)

ARMY

A. E. REFERENCE NUMBER: 46-2370 (former A. E. Reference Number 97-6780)

TYPE DESIGNATION: British Mark VIIIA*

A. S. C. STOCK NUMBER: 5500718298

PRODUCTION STATUS: Not under procurement for initial installation. Superseded by Mark VIIIC regulator, British Stores reference number 6D/513, American Stores reference number 106D/75, A. E. Reference Number 46-2375.

SHIPPING DATA: Shipped as a complete unit.

BRITISH

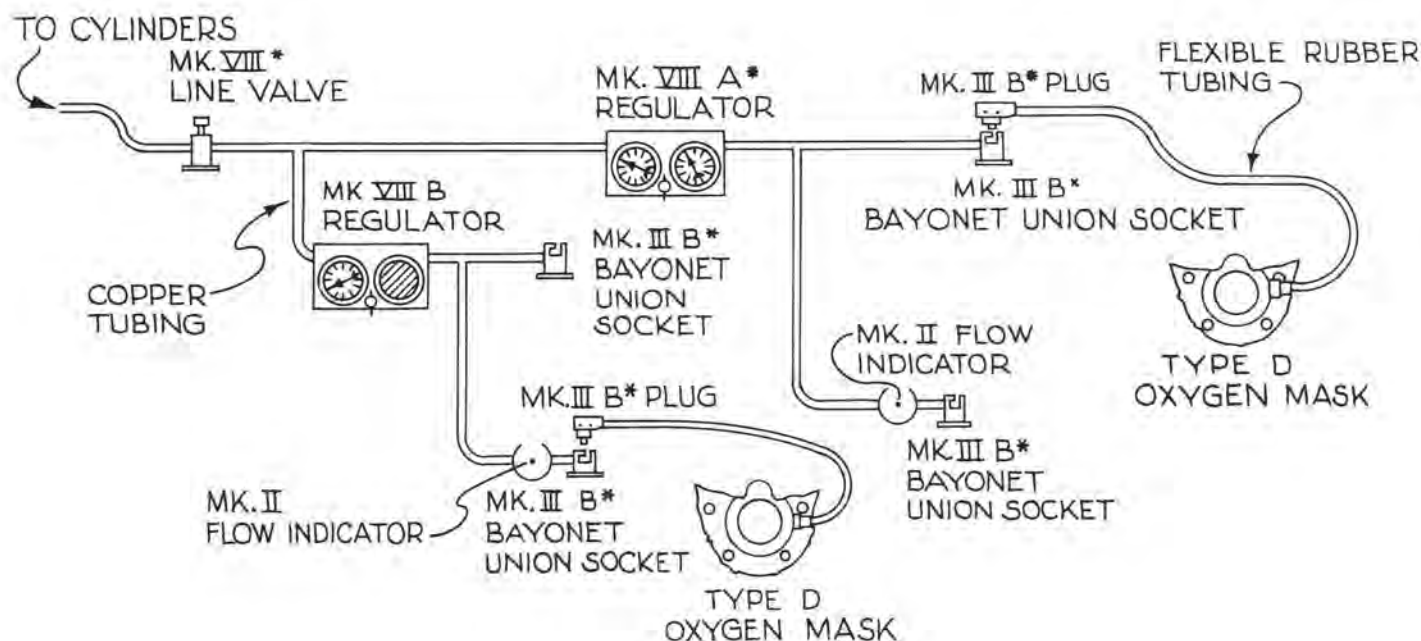
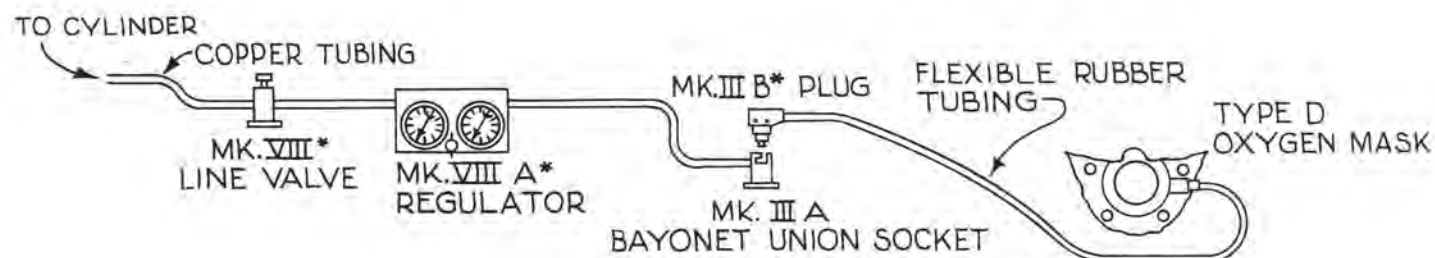
AIR MINISTRY SPECIFICATION: 0.85

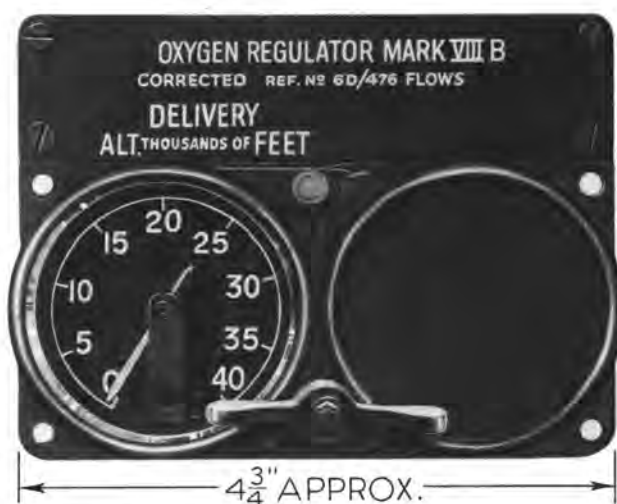
AIR MINISTRY DRAWING NUMBER: W6640 and S. I. S. 598

TYPE DESIGNATION: Mark VIIIA*

BRITISH STORES REFERENCE NUMBER: 6D/124

AMERICAN STORES REFERENCE NUMBER: 106D/22





REGULATOR—HIGH PRESSURE OXYGEN BRITISH MARK VIIIB

NAMES: High pressure oxygen regulator
Mark VIII B regulator

Regulator—high pressure oxygen delivery
Regulator oxygen—without control gage

DESCRIPTION: This high pressure oxygen regulator, Mark VIII B, is the same as the high pressure oxygen regulator, Mark VIIIA*, except that the cylinder pressure gage has been removed and the contents dial blanked out. This regulator is intended for use in an installation having more than one regulator connected to a group of high pressure cylinders. In this instance, a pressure gage and contents dial on every regulator would be superfluous, since the contents of the cylinders are checked by the captain or pilot controlling a Mark VIIIA* high pressure oxygen regulator. In such an installation, high pressure oxygen regulator Mark VIIIB is used with a bayonet union socket, Mark IIIA, when there is but one outlet. When used to supply two alternative stations, it is used with a bayonet union socket, Mark IIIB, and an oxygen flowmeter, Mark II.

CHARACTERISTICS:

Dimensions approximately 3 $\frac{3}{4}$ by 5 by 2 $\frac{3}{5}$ inches
Weight approximately 2 $\frac{1}{2}$ pounds
Altitude range 0 to 40,000 feet
Pressure range 0 to 1800 pounds

RELATIONSHIP OF PARTS: Used with:

Item	British Stores Reference Number	American Stores Reference Number	A. E. Reference Number
Bayonet union socket, Mark IIIA	6D/83	106D/4	46-2610
High pressure oxygen regulator, Mark VIIIA*	6D/124	106D/22	46-2370
(Or the Following Combination)			
Item	British Stores Reference Number	American Stores Reference Number	A. E. Reference Number
Bayonet union socket, Mark IIIB	6D/112	106D/5	46-2612
High pressure oxygen regulator, Mark VIIIA*	6D/124	106D/22	46-2370
Oxygen flowmeter, Mark II	6D/232	106D/26	46-1620

(Continued on page 34)



REGULATOR—HIGH PRESSURE OXYGEN

(Continued from page 33)

ARMY

A. E. REFERENCE NUMBER: 46-2371 (former A. E. Reference Number 97-6850)

TYPE DESIGNATION: British Mark VIIIB

A. S. C. STOCK NUMBER: 5500718410

PRODUCTION STATUS: Not under procurement for initial installation. Superseded by Mark VIIID regulator, American Stores reference number 106D/141, British Stores reference number 6D/525.

SHIPPING DATA: Shipped as a complete unit.

BRITISH

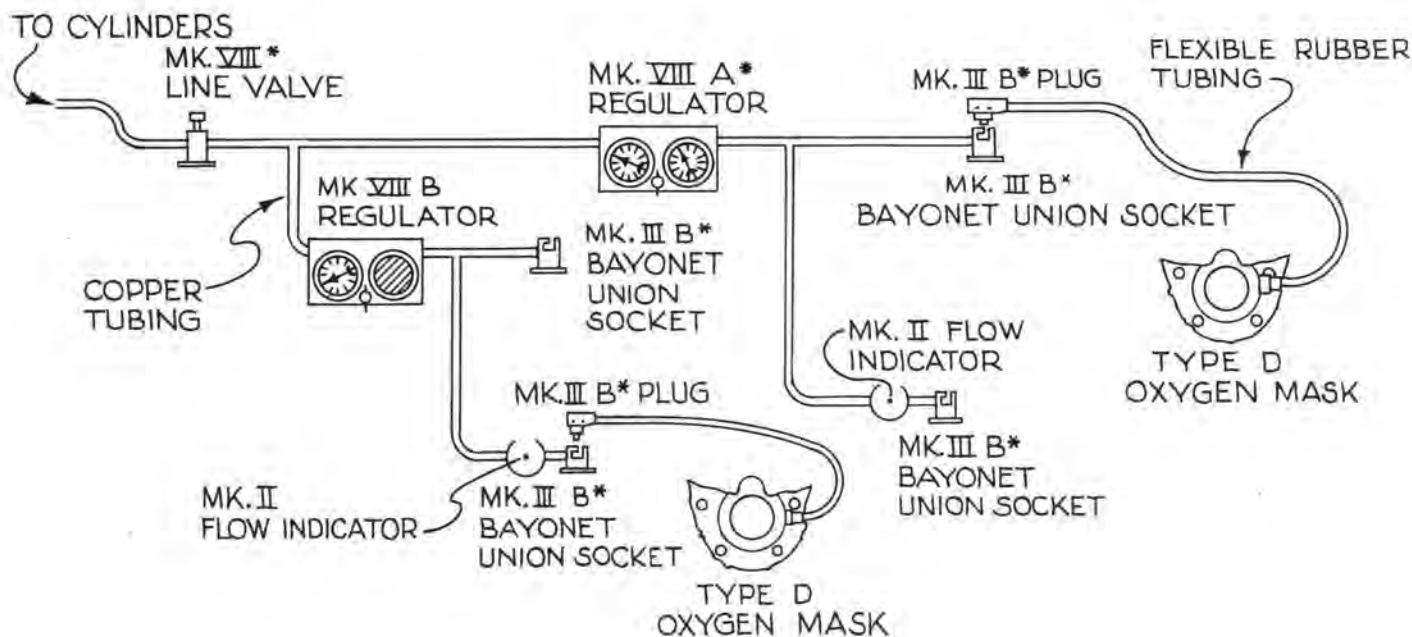
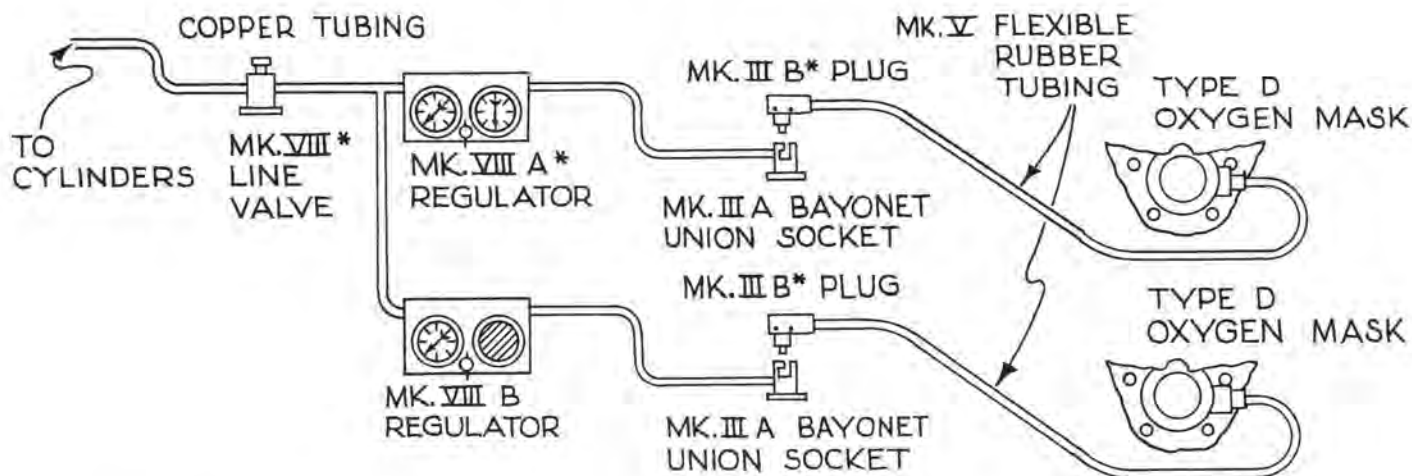
AIR MINISTRY SPECIFICATION: 0.85

AIR MINISTRY DRAWING NUMBER: W6640 and S. I. S. 589

TYPE DESIGNATION: Mark VIIIB

BRITISH STORES REFERENCE NUMBER: 6D/476

AMERICAN STORES REFERENCE NUMBER: 106D/46





REGULATOR—HIGH PRESSURE OXYGEN BRITISH MARK VIIC

NAMES: High pressure oxygen regulator
Mark VIIC regulator
Oxygen regulator

Regulator—high pressure oxygen delivery
Regulator—oxygen

DESCRIPTION: The high pressure oxygen regulator, Mark VIIC, is used with an oxygen economizer, Mark I or Mark II, and a British type E or G oxygen mask. It is the same as the high pressure oxygen regulator, Mark VIIIA*, except that the flow has been reduced. The flow indicator dial is engraved with the word EMERGENCY and an arrow. It is calibrated to include emergency flow and is modified to suit the reduced oxygen flow required for the economizers. In a single outlet installation, the regulator is used with an economizer and bayonet union socket, Mark IV. When used to supply two alternative stations the regulator is used with a cut-off valve, Mark I, a low pressure safety valve, Mark I, and a Mark IV bayonet union socket. In a system having more than one regulator, it is used with a high pressure oxygen regulator, Mark VIID. The Mark VIID regulator is the same as of the Mark VIIC, except that the cylinder pressure gage and contents dial have been omitted.

CHARACTERISTICS:

Dimensions.....approximately 3 $\frac{3}{4}$ by 5 by 2 $\frac{3}{5}$ inches
Weight.....approximately 2 $\frac{1}{2}$ pounds
Altitude range.....0 to 40,000 feet
Pressure range.....0 to 1800 pounds

RELATIONSHIP OF PARTS: Used with:

Item	British Stores Reference Number	American Stores Reference Number	A. E. Reference Number
Oxygen economizer, Mark II	6D/479	106D/76	46-1340
Bayonet union socket, Mark IV	6D/527	106D/51	46-2615
(Or the Following Combination)			
Item	British Stores Reference Number	American Stores Reference Number	A. E. Reference Number
Oxygen economizer, Mark II	6D/479	106D/76	46-1340
Bayonet union socket, Mark IV	6D/527	106D/51	46-2615
Cut off valve, Mark I	6D/480	106D/144	46-2875
Low pressure safety valve, Mark I	6D/581	106D/160	

(Continued on page 36)



REGULATOR—HIGH PRESSURE OXYGEN

(Continued from page 35)

ARMY

A. E. REFERENCE NUMBER: 46-2375 (former A. E. reference number 97-6920)

TYPE DESIGNATION: British Mark VIIIC

A. S. C. STOCK NUMBER: 5500718408

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit.

BRITISH

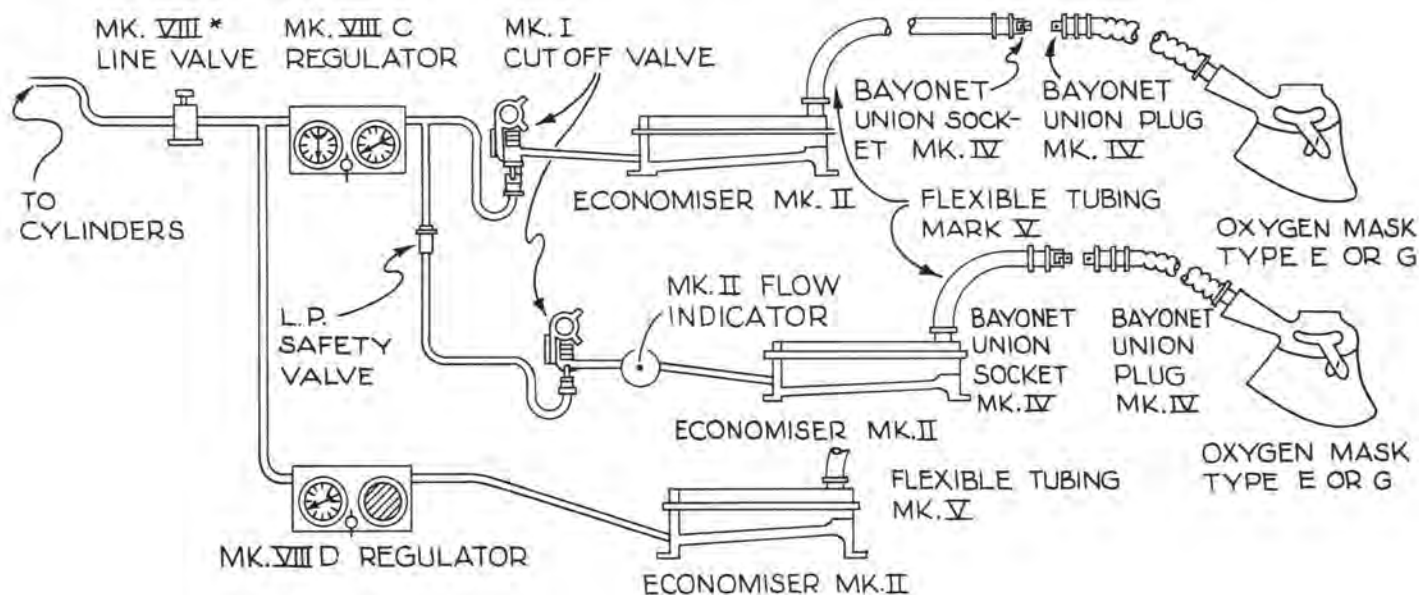
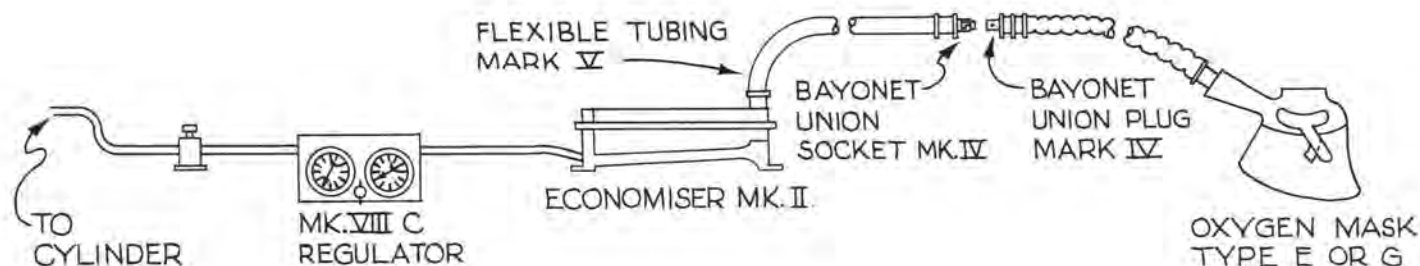
AIR MINISTRY SPECIFICATION: 0.85

AIR MINISTRY DRAWING NUMBER: W6640 and S. I. S. 589

TYPE DESIGNATION: Mark VIIIC

BRITISH STORES REFERENCE NUMBER: 6D/513

AMERICAN STORES REFERENCE NUMBER: 106D/75





REGULATOR—HIGH PRESSURE OXYGEN MASTER BRITISH MARK X

NAMES: High pressure oxygen master regulator
Mark X regulator
Master oxygen regulator

Oxygen regulator
Regulator—high pressure oxygen
Regulator—oxygen

DESCRIPTION: The high pressure oxygen master regulator, Mark X, operated by the captain or pilot of an airplane, controls oxygen delivery to as many as eight crew members. It consists of a reduction valve, flow control valve, ON-OFF valve, high pressure gage, and low pressure gage. The high and low pressure gages are on the right and left side of the mounting panel, respectively. The high pressure gage has a dial, calibrated to indicate the available contents of high pressure cylinders. The low pressure gage indicates the rate of flow of oxygen for various altitudes. Beneath these gages are the control handles of the ON-OFF valve and the flow control mechanism. The left handle regulates flow from the regulator and the right handle controls the supply of oxygen from the cylinders to the regulator.

The Mark X master regulator is intended for use with oxygen distributing manifolds, Mark I or IA, each carrying four fixed metering outlet jets. When used in an installation incorporating an economizer, oxygen manifold Mark IA is used. When used in an installation without an economizer, oxygen manifold Mark I is used.

CHARACTERISTICS:

Dimensions approximately 6 by 4½ by 7 inches
Weight approximately 7½ pounds
Pressure range 0 to 1800 pounds per square inch
Altitude range 0 to 40,000 feet

RELATIONSHIP OF PARTS: Used with:

Item	British Stores Reference Number	American Stores Reference Number	A. E. Reference Number
Oxygen manifold, Mark I	6D/251	106D/25	46-1643
(or the following combination)			
Item	British Stores Reference Number	American Stores Reference Number	A. E. Reference Number
Oxygen manifold, Mark IA	6D/515	106D/143	46-1645
Oxygen economizer, Mark II	6D/479	106D/76	46-1340

(Continued on page 38)



REGULATOR—HIGH PRESSURE OXYGEN MASTER

(Continued from page 37)

ARMY

A. E. REFERENCE NUMBER: 46-2385 (former A. E. Reference Number 97-6710)

TYPE DESIGNATION: British Mark X

A. S. C. STOCK NUMBER: 5500718500

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit.

BRITISH

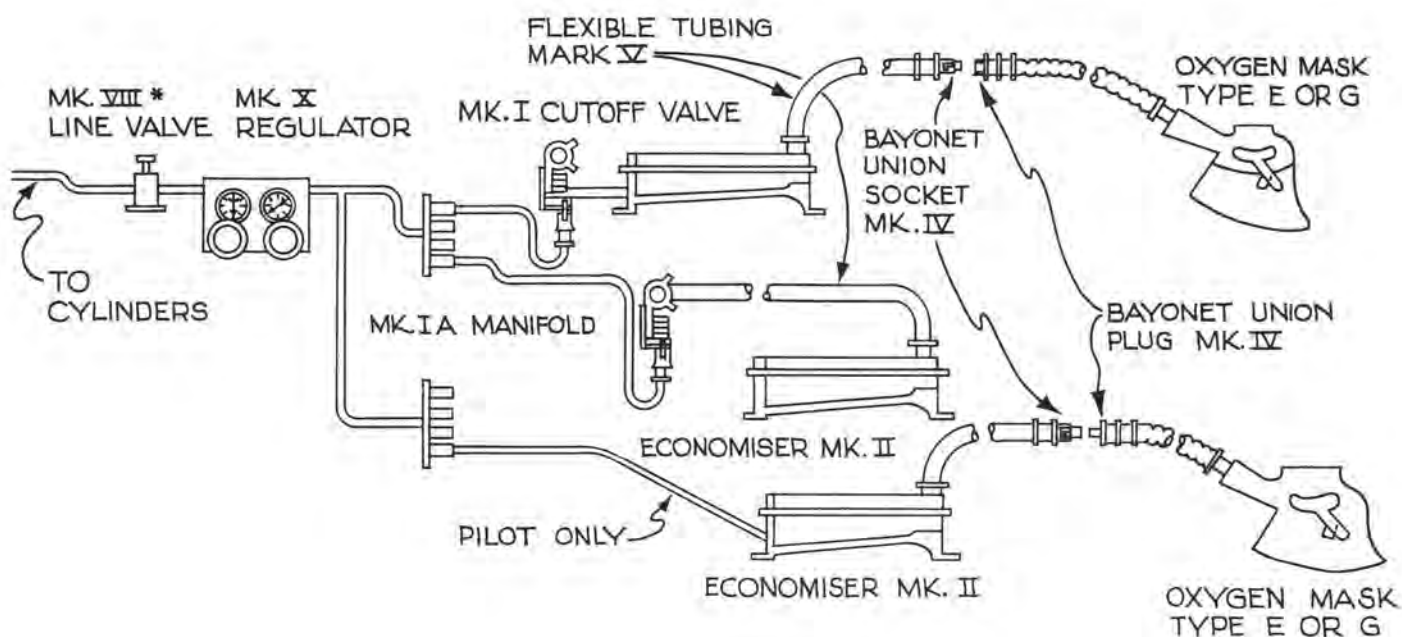
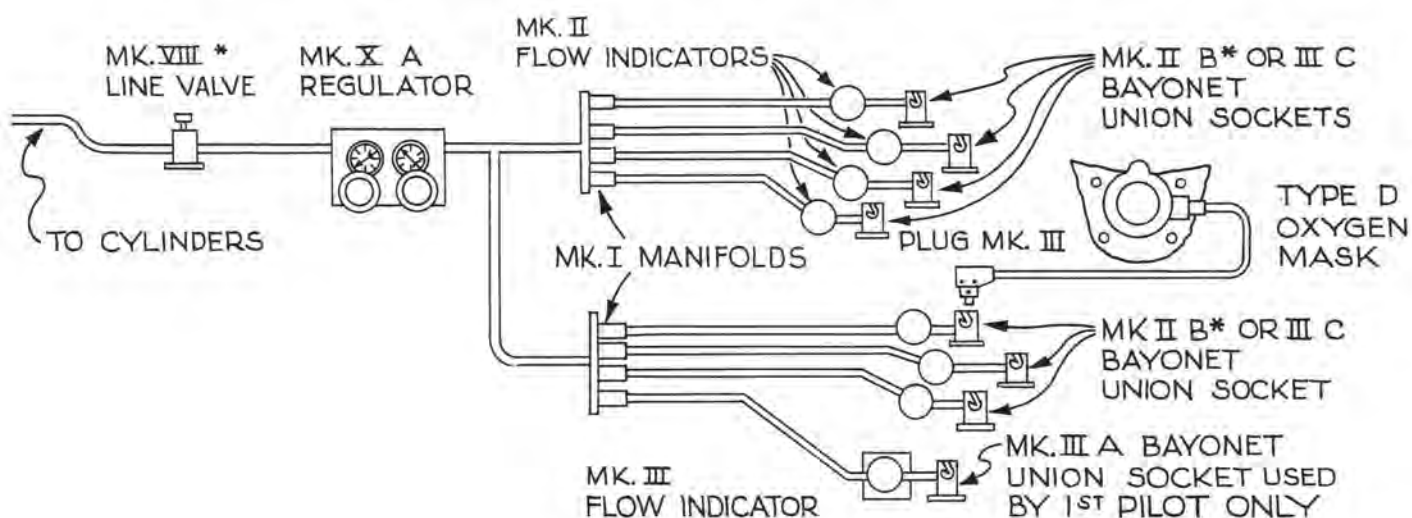
AIR MINISTRY SPECIFICATION: 0.105

AIR MINISTRY DRAWING NUMBER: H19012 and S. I. S. 2604

TYPE DESIGNATION: Mark X

BRITISH STORES REFERENCE NUMBER: 6D/231

AMERICAN STORES REFERENCE NUMBER: 106D/24





MASKS — OXYGEN BREATHING

An oxygen breathing mask is a molded rubber apparatus designed to fit the head and face and to enable the wearer to breathe gaseous oxygen dispensed from the airplane oxygen supply system. It is an oral-nasal type which permits the wearer to breathe through either the mouth or nose. Each mask is provided with a rubber intake tube and fitting for rapid connection to the oxygen supply.

Two types of oxygen mask are available:

The Continuous Flow Mask

The Demand Oxygen Mask

THE CONTINUOUS FLOW MASK

The continuous flow mask is used only with a continuous flow regulator. The mask is provided with a microphone pocket, two sponge rubber disk turrets, one on either side of the microphone pocket, a flexible rubber rebreather bag which is attached to the base of the mask, and a rubber intake tube with a bayonet fitting which connects to the oxygen system.

The sponge rubber disks act as air inhalation and exhalation valves. They also reduce the breathing resistance and decrease the possibility of freezing. The regulator is adjusted to give a continuous flow of the required quantity of oxygen. The oxygen flows from the regulator into the rebreather bag, where it mixes with the gases present. Upon inhalation, the gases are taken from the bag; when the gas in the bag is depleted, a quantity of air is drawn in from the atmosphere through the sponge rubber disks. Upon exhalation, the first part of the expired air passes into the bag, and as soon as the bag becomes distended, the remaining gases pass out through the sponge rubber disks.

THE DEMAND OXYGEN MASK

The demand type mask is used only with a demand type regulator. The demand mask consists of a rubber face piece with an expiratory flutter valve mounted in it and a connecting corrugated rubber tube equipped with a rapid connect fitting, Army part Number 42B5341-1, which connects to the regulator outlet. Straps are provided for suspending the mask from the head harness or helmet. A pocket in the nose section of the mask is designed for the inclusion of a microphone. Upon inhalation, the proper oxygen mixture is drawn from the demand regulator up through the flexible tube, entering the mask through two inlet ducts alongside the nose of the mask. During inhalation, the exhalation valve remains shut. Upon exhalation, the flow from the demand regulator stops while the valve flap lifts off the valve seat, permitting the exhaled gases to pass through the exhalation valve. The exhaled gases go out through the flutter valve, and are conducted down across the face of the mask, under the shield, and out. This keeps warm air insulation between the valve and the outside air, and reduces the tendency to freeze. *All mixture* which the wearer breathes *must* come from the demand regulator, which controls the proper mixture of air and oxygen and, automatically, dispenses an adequate oxygen supply

(Continued on page 40)



MASKS — OXYGEN BREATHING

(Continued from page 39)

at altitude. Increasing the flow of oxygen at higher altitudes permits the wearer to breathe a greater proportion of oxygen than of atmospheric air. Since the demand regulator releases oxygen *only* in proportion to the suction of inspiration, the demand mask *must fit tightly to the face* to insure the proper supply of oxygen at extreme altitudes. A leak-proof fit is essential. Mask leakage causes a reduction in the amount of oxygen released, allows a portion of that amount to escape, and also dilutes the necessary oxygen mixture, with the possible result of unconsciousness and death at high altitudes.

The development of the various types of demand masks has been an attempt to eliminate leakage by insuring the best possible tailored or individual fit. Consequently, it is a problem of first importance to fit each face with a mask. In order to compensate for the various types of facial contours, several types and sizes of demand masks were developed. Type A-9 was the first demand mask to be developed, a small quantity was purchased, but, owing to its limitations and because of further developments, the A-9 was superseded by the A-10. In turn, the A-10 demand mask was revised and improved, and is now known and procured as the A-10 Revised and comes in four sizes.

Standard size —A. S. C. Stock Number 8300595850

Large size —A. S. C. Stock Number 8300595840

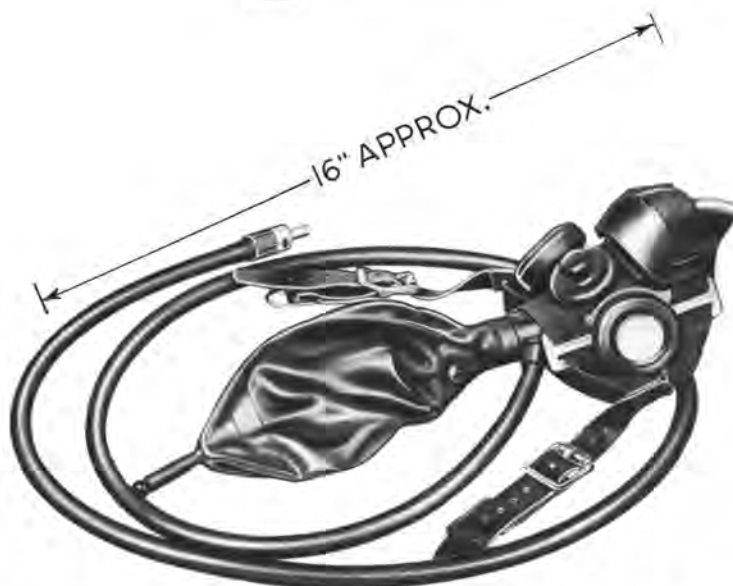
Small size —A. S. C. Stock Number 8300595845

Extra small size—A. S. C. Stock Number 8300595830

To further insure an individual fit and eliminate the possibility of leakage, demand type masks are not G.F.E. but are considered personal issue as organizational equipment as per field order memorandum Number 77, March 20, 1943.



MASKS OXYGEN EQUIPMENT SECTION



MASK—CONTINUOUS FLOW OXYGEN

ARMY TYPE A-8B

NAVY—SEE BELOW

NAMES: Continuous flow oxygen mask

Type A-8B oxygen mask assembly

DESCRIPTION: This is a continuous flow oxygen mask and is used to dispense oxygen to personnel when continuous flow oxygen regulators are installed. It is provided with a strap suspension which buckles to the helmet. The end of the intake tube is equipped with a coupling fitting, Army part number 41A2988, which permits the mask apparatus to be readily attached, bayonet fashion, to the oxygen outlet of the continuous flow regulator. This mask can be used in a British oxygen system by removing the coupling fitting and substituting the Army Oxygen Mask to British Oxygen Outlet Adapter, A. E. Reference Number 46-675.

This mask can be converted into a demand type by using a conversion kit, Army part number 43D14867. The conversion is accomplished by replacing the re-breather bag and oxygen intake tube with a corrugated rubber tube, which is provided with a standard rapid connect (slip-in-fit) fitting, Army part number 42B5341-1. Each sponge rubber disk is replaced with a valve insert, valve flap and a rubber insulating shield, all contained in the conversion kit.

CHARACTERISTICS:

Weight.....approximately $\frac{5}{8}$ pound
 Dimensions.....approximately 7 by 16 inches

RELATIONSHIP OF PARTS: Used with:

Item	Army Type	A. E. Reference Number
High pressure continuous flow regulator or	A-8A	46-2000
Low pressure continuous flow regulator or	A-9A	46-2220
Automatic oxygen coupling	41A6006 (drawing number)	46-1350

ARMY

A. E. REFERENCE NUMBER: 46-1650

SPECIFICATIONS:

General.....AN-M-3
 Detail.....94-3107

A. A. F. DRAWING NUMBER: 42G4764

TYPE DESIGNATION: A-8B

A. S. C. STOCK NUMBERS: 8300595770

TECHNICAL ORDER NUMBERS: 13-20-1, 13-20-2, 13-20-4, 03-50-1A

PRODUCTION STATUS: Under procurement for those planes not yet changed to the demand type system, and for troop transports and trainers.

SHIPPING DATA: Shipped as a complete unit.

NAVY

PROCUREMENT STATUS: Under procurement.

BRITISH

BRITISH STORES REFERENCE NUMBER: 106D/167



ADAPTER—CONTINUOUS FLOW ARMY OXYGEN MASK TO BRITISH OXYGEN OUTLET

ARMY DRAWING NUMBER 42B13342

NAMES: Continuous flow Army oxygen mask to British oxygen outlet adapter
Adapter assembly—oxygen mask to British oxygen outlet
Oxygen mask adapter

DESCRIPTION: This adapter enables the Army type continuous flow mask to be used in a British oxygen system, in lieu of the British type D oxygen mask. The removal of the tube end fitting of the Army type continuous flow mask and the substitution of this adapter allows the Army type mask to connect into the British oxygen outlet bayonet union socket. The stepped end is inserted into the end of the mask intake tube, while the bayonet end fits into the bayonet union socket.

CHARACTERISTICS:

Material brass
Dimensions approximately 1 by 3 inches
Weight approximately $\frac{3}{16}$ pound

RELATIONSHIP OF PARTS: Used with:

Item	British Stores Reference Number	American Stores Reference Number	A. E. Reference Number
Continuous flow oxygen mask, Army type A-8B		106D/167	46-1650
and			
Bayonet union socket, Mark IIIA	6D/83	106D/4	46-2610
or			
Bayonet union socket, Mark IIIB*	6D/112	106D/5	46-2612
or			
Bayonet union socket, Mark IIIC	6D/534	106D/145	46-2613

ARMY

A. E. REFERENCE NUMBER: 46-675
ARMY DRAWING NUMBER: 42B13342
A. S. C. STOCK NUMBER: 5500006950
TECHNICAL ORDER NUMBER: 03-50-10
PRODUCTION STATUS: Under procurement.
SHIPPING DATA: Shipped as a complete unit.



2 3/8"
APPROX.



GAGE—LOW PRESSURE OXYGEN PRESSURE

AN6021-1

FORMER ARMY TYPE K-1

NAVY—SEE BELOW

NAMES: Low pressure oxygen pressure gage
Gage—oxygen pressure
Gage—panel mounting low pressure oxygen
Oxygen pressure gage

Pressure gage
Low pressure gage
K-1 pressure gage

DESCRIPTION: This Bourdon tube type low pressure oxygen pressure gage is used to indicate the pressure of the oxygen in the supply cylinders in pounds per square inch. It is mounted in a panel with Army types A-1 of A-3 oxygen flow indicators, and a warning signal lamp assembly.

CHARACTERISTICS:

Dimensions	approximately 2 3/8 by 2 3/8 by 1 1/4 inches
Weight	approximately 1/4 pound
Pressure range	0 to 500 pounds per square inch
Fitting	1/8 inch internal pipe thread

ARMY

A. E. REFERENCE NUMBER: 46-1400

Detail: AN-G-13

Superseded: 94-27368

AN DRAWING NUMBER: AN6021

TYPE DESIGNATION: K-1

A. S. C. STOCK NUMBER: Refer to column 5 of the chart.

TECHNICAL ORDER NUMBER: Refer to column 6 of the chart.

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit.

ALL MODELS BELOW ARE INTERCHANGEABLE
Models are used in services as noted in column 4
A-Army, N-Navy, B-British, C-Commercial

Manufacturer	Manufacturer's Model Identification	Manufacturer's Drawing Number	Used By	Air Service Command Stock Number	Army Technical Order Number	American Stores Reference Number
A. C. Spark Plug Division	1506467		A-B	5500453500	03-50-23	106D/191
Clapp Instrument Co.	EA-201		A-B	5500453500		106D/191
General Electric Co.	M-5718624	5718624GR-1	A-B	5500453500	03-50-23	106D/191
U. S. Gauge Co.	AW-1-7/8-27-A		A-B	5500452850		106D/191



GAGE—HIGH PRESSURE OXYGEN PRESSURE

AN6011-1 FORMER ARMY TYPE L-1

NAMES: High pressure oxygen pressure gage
Gage—high pressure oxygen
Gage—oxygen pressure
Gage—panel mounting high pressure oxygen

Oxygen pressure gage
Pressure gage
L-1 pressure gage

DESCRIPTION: This Bourdon tube type high pressure oxygen pressure gage is used in a high pressure oxygen system to indicate the pressure of the oxygen in the supply cylinders.

CHARACTERISTICS:

Dimensions	approximately 2 $\frac{3}{8}$ by 2 $\frac{3}{8}$ by 1 $\frac{1}{4}$ inches
Weight	approximately 2 $\frac{2}{5}$ pound
Pressure Range	0 to 2000 pounds per square inch
Fitting	$\frac{1}{8}$ inch internal pipe thread

ARMY

A. E. REFERENCE NUMBER: 46-1450

SPECIFICATIONS:

Detail	AN-G-12
Superseded	94-27369

AN DRAWING NUMBER: AN6011

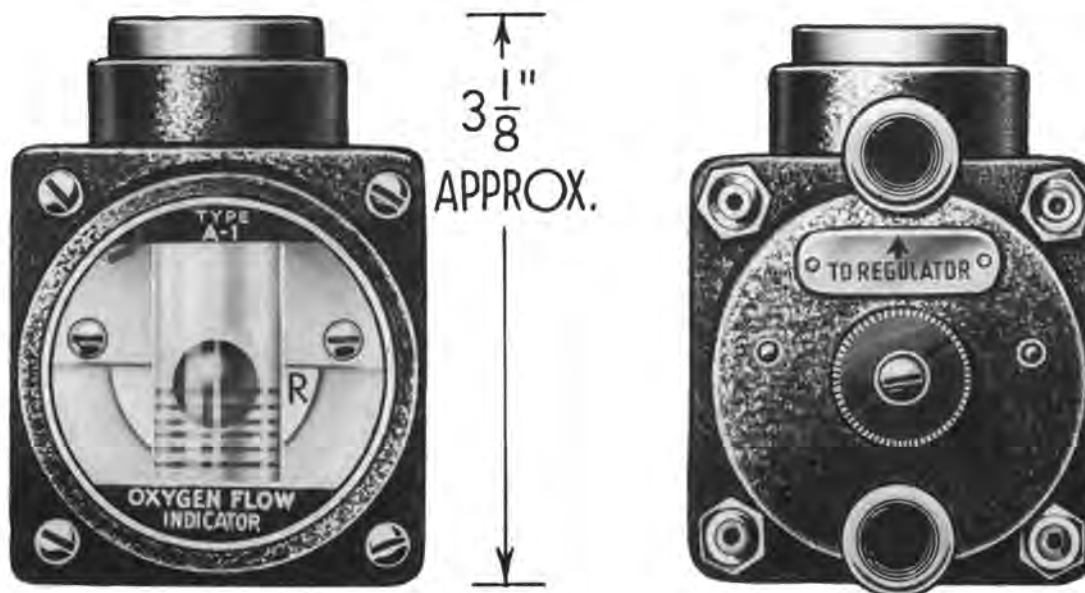
FORMER TYPE DESIGNATION: L-1

PRODUCTION STATUS: Not under procurement for initial installation because of Army change to low pressure oxygen systems.

SHIPPING DATA: Shipped as a complete unit.

NAVY

PROCUREMENT STATUS: Not under procurement.



INDICATOR—OXYGEN FLOW

ARMY TYPE A-1

NAMES: Oxygen flow indicator
Indicator—oxygen system flow
Indicator assembly—automatic check flow oxygen
Indicator assembly—oxygen automatic check flow

Flow indicator—oxygen
A-1 flow indicator

DESCRIPTION: The Army type A-1 oxygen flow indicator is installed in the oxygen supply line ahead of the Army type A-12 low pressure diluter demand oxygen regulator to provide a positive visual indication that oxygen is flowing to the regulator. The indicator consists of a clear glass tube containing a red glass ball. When oxygen flows to the regulator upon inhalation and exhalation, it passes through the indicator, causing the glass ball to rise and fall in the glass tube. The plate, and one-half of the disk located behind the glass tube, are painted with fluorescent luminescent paint for use where ultra-violet light is used. The other half of the disk is painted with radio active luminous material and is marked R. This is used when light is not available or is prohibited. The disk can be turned by means of a knob on the back of the case.

CHARACTERISTICS:

Dimensions.....approximately $2\frac{3}{8}$ by $3\frac{1}{8}$ by $2\frac{1}{8}$ inches
Weight.....approximately $\frac{3}{5}$ pound
Pressure range.....0 to 500 pounds per square inch

RELATIONSHIP OF PARTS: Used with:

Low pressure diluter demand oxygen regulator, Army type A-12, A. E. Reference Number 46-2350

ARMY

A. E. REFERENCE NUMBER: 46-1500

SPECIFICATIONS:

Detail.....40389

TYPE DESIGNATION: A-1

A. S. C. STOCK NUMBER: 5500513900

TECHNICAL ORDER NUMBER: 03-50-13

PRODUCTION STATUS: Not under procurement for initial installation; superseded by Army type A-3 oxygen flow indicator, A. E. Reference Number 46-1600

SHIPPING DATA: Shipped as a complete unit.

MANUFACTURER'S MODEL NUMBER: Sperti Incorporated, part number B-1

BRITISH

AMERICAN STORES REFERENCE NUMBER: 106D/230



INDICATOR—OXYGEN FLOW

AN6029-1

FORMER ARMY TYPE A-3

NAMES: Oxygen flow indicator
A-3 flow indicator

Indicator assembly—automatic check flow oxygen (blinker)
Indicator—oxygen system flow

DESCRIPTION: The AN6029 oxygen flow indicator provides visual indication of the proper functioning of the Army type A-12 low pressure diluter demand oxygen regulator. The indicator includes a bellows and shutter assembly. Decrease in oxygen pressure in the regulator, caused by inhalation, actuates the bellows, which close the shutters. During exhalation, the oxygen pressure in the regulator returns to normal, and the shutters return to their open position. A change of $\frac{1}{2}$ pound pressure in the bellows chamber caused by breathing will "blink" the shutters. The oxygen does not flow through the indicator itself, but is connected by a single line to the regulator; thus any failure or trouble in the flow indicator will not affect the oxygen supply to the user.

CHARACTERISTICS:

Dimensions approximately $2\frac{3}{8}$ inches wide by $2\frac{3}{8}$ inches high by $2\frac{1}{2}$ inches deep
Weight approximately $\frac{3}{5}$ pound
Pressure range 0 to 500 pounds

RELATIONSHIP OF PARTS: Used with:

Low pressure demand oxygen regulator, Army type A-12, A. E. Reference Number 46-2350

ARMY

A. E. REFERENCE NUMBER: 46-1600

SPECIFICATIONS:

Detail AN-I-12
Superseded 40427

AN DRAWING NUMBER: AN6029

TYPE DESIGNATION: A-3

A. S. C. STOCK NUMBER: 5500513975

TECHNICAL ORDER NUMBER: 03-50-19

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit.

MANUFACTURER'S PART AND DRAWING NUMBER: Delco Radio Division of General Motors Corp., 1506523

NAVY

PROCUREMENT STATUS: On airplanes procured from Army.

BRITISH

AMERICAN STORES REFERENCE NUMBER: 106D/231



INDICATOR—OXYGEN FLOW

BRITISH MARK II

NAMES: Oxygen flow indicator
Indicator assembly—oxygen flow

Vane type flow indicator

DESCRIPTION: This vane type oxygen flow indicator is used in installations having four or more breathing positions. It indicates that oxygen is flowing to the bayonet union socket, or to the oxygen economizer. It is designed for general mounting, and has inlet and outlet tubes molded into the sides of the case.

This instrument is an indicator only and does not measure oxygen flow.

CHARACTERISTICS:

Dimensions	approximately 2 by 2 by 1 $\frac{1}{8}$ inches
Weight	approximately 5 ounces

ARMY

A. E. REFERENCE NUMBER: 46-1620 (former A. E. Reference Number 97-3070)

TYPE DESIGNATION: British Mark II

A. S. C. STOCK NUMBER: 5500513925

TECHNICAL ORDER NUMBER: 03-50-18

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit.

BRITISH

AIR MINISTRY SPECIFICATION: 0.108

AIR MINISTRY DRAWING NUMBER: W7937 and S. I. S. 2603

TYPE DESIGNATION: Mark II

BRITISH STORES REFERENCE NUMBER: 6D/232

AMERICAN STORES REFERENCE NUMBER: 106D/26



INDICATOR—OXYGEN FLOW

BRITISH MARK III

NAMES: Oxygen flow indicator
Indicator assembly—oxygen flow

Vane type flow indicator

DESCRIPTION: This vane type oxygen flow indicator is used in installations having four or more breathing positions. It indicates that oxygen is flowing to the bayonet union socket or to the oxygen economizer. It is designed for mounting on the instrument panel, and has its inlet and outlet tubes on the back of the case.

This instrument is an indicator only and does not measure oxygen flow.

CHARACTERISTICS:

Dimensions approximately 2½ by 2½ by 1½ inches
Weight approximately 7 ounces

ARMY

A. E. REFERENCE NUMBER: 46-1630 (former A. E. Reference Number 97-3140)

TYPE DESIGNATION: British Mark III

A. S. C. STOCK NUMBER: 5500513928

TECHNICAL ORDER NUMBER: 03-50-18

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit

BRITISH

AIR MINISTRY SPECIFICATION: 0.111

AIR MINISTRY DRAWING NUMBER: W7946 and S. I. S. 2603

TYPE DESIGNATION: Mark III

BRITISH STORES REFERENCE NUMBER: 6D/430

AMERICAN STORES REFERENCE NUMBER: 106D/27



SIGNAL—LOW PRESSURE OXYGEN WARNING

ARMY TYPE G-1

NAVY—SEE BELOW

NAMES: Low pressure oxygen warning signal
Signal assembly—oxygen pressure

Warning signal
Oxygen warning signal

DESCRIPTION: This low pressure oxygen warning signal indicates when the oxygen supply is running low. It consists of a Bourdon type tube which makes an electrical contact when the pressure in the oxygen supply line drops down to 100 pounds per square inch. When contact is made, current flows to the instrument panel and lights the amber indicator light assembly, to warn the user.

CHARACTERISTICS:

Dimensions	approximately 2 inches diameter by 2 1/4 inches long
Weight	approximately 4 7/10 ounces
Pressure range	0 to 500 pounds per square inch
Pressure setting	100 pounds per square inch

RELATIONSHIP OF PARTS: Used with:

Electrical connector straight plug, type PA, A. E. Reference Number 42-6095
and
Amber indicator light assembly, A. E. Reference Number 42-3400

ARMY

A. E. REFERENCE NUMBER: 46-2450

SPECIFICATIONS:

Detail 94-32376

TYPE DESIGNATION: G-1

A. S. C. STOCK NUMBER: Refer to column 5 of the chart.

TECHNICAL ORDER NUMBER: Refer to column 6 of the chart.

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit.

ALL MODELS BELOW ARE INTERCHANGEABLE
Models are used in services as noted in column 4
A-Army, N-Navy, B-British, C-Commercial

Manufacturer	Manufacturer's Model Identification	Manufacturer's Drawing Number	Used By	Air Service Command Stock Number	Army Technical Order Number	American Stores Reference Number
General Electric Co.	B70P1	5718612GR-1	A-B	5500786500	None	106D/195
F. A. Smith Manufacturing Co., Inc.	1500-1	1500-1	A-B	5500786500	03-50-11	106D/195



SIGNAL—HIGH PRESSURE OXYGEN WARNING

AN6019-1 FORMER ARMY TYPE G-2

NAMES: High pressure oxygen warning signal Warning signal
Signal assembly—oxygen pressure Oxygen warning signal
Signal—oxygen warning (high pressure system) G-2 pressure signal

DESCRIPTION: This high pressure oxygen warning signal indicates when the oxygen supply is running low. It consists of a Bourdon type tube which makes electrical contact when the pressure in the oxygen supply line drops down to 400 pounds per square inch. When contact is made, current flows to the instrument panel and lights the amber indicator light assembly, to warn the user.

CHARACTERISTICS:

Dimensions approximately 2 inches diameter by 2 1/4 inches long
Weight approximately 4 9/10 ounces
Pressure Range 0 to 1800 pounds per square inch
Pressure Setting 400 pounds per square inch

RELATIONSHIP OF PARTS: Used with:

Electrical connector straight plug, type PA, A. E. Reference Number 42-6095 and Amber indicator light assembly, A. E. Reference Number 42-3400

ARMY

A. E. REFERENCE NUMBER: 46-2500

SPECIFICATIONS:

Detail AN-S-21
Superseded 94-32377

AN DRAWING NUMBER: AN6019

TYPE DESIGNATION: G-2

A. S. C. STOCK NUMBER: 5500786600

PRODUCTION STATUS: Not under procurement for initial installation because of Army change to low pressure system.

SHIPPING DATA: Shipped as a complete unit.

NAVY

PROCUREMENT STATUS: Not under procurement.



TUBE—DEMAND MASK TO REGULATOR

AN6003
NAVY—SEE BELOW

NAMES: Demand mask to regulator tube
Feeder hose

Tube assembly—oxygen mask regulator
Tube assembly—oxygen mask to regulator

DESCRIPTION: This demand mask to regulator tube conveys oxygen from an Army type A-12 diluter demand oxygen regulator to a demand type mask. The low pressure flexible tube is attached to the regulator outlet at one end. On the other end is a female tube fitting, Army part number 42B5341-2. The fitting includes a clothes clip, which is used to attach the tube to the user's shirt front. The male mask fitting, Army part number 42B5341-1, on the end of the mask hose, is inserted into the female fitting of the tube to form the connection. The length of the tube used depends upon the installation.

CHARACTERISTICS: See chart below.

RELATIONSHIP OF PARTS: Used with:

Diluter demand oxygen regulator, Army type A-12, A. E. Reference Number 46-2350

ARMY

A. E. REFERENCE NUMBER: Refer to column 3 of chart.

SPECIFICATIONS:

Detail.....AN-T-23

Superseded.....40387-A

AN DRAWING NUMBER: AN6003

A. S. C. STOCK NUMBER: Refer to column 4 of chart.

PRODUCTION STATUS: Under procurement.

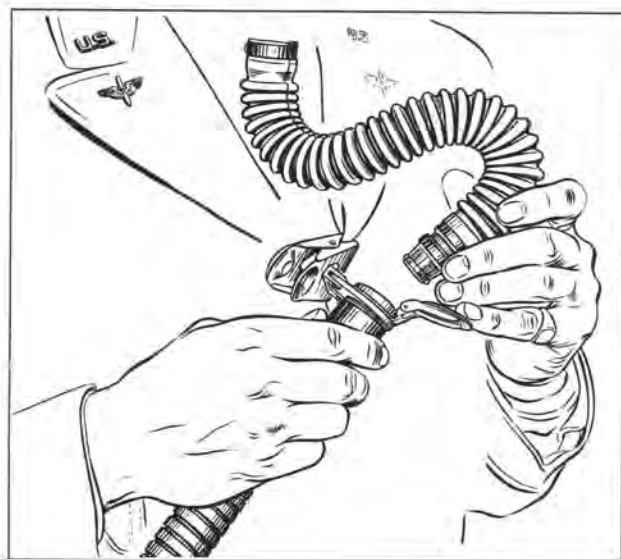
SHIPPING DATA: Shipped as a complete unit. Female tube fitting, Army part number 42B5341-2 or AN6002-1. Supplied to the manufacturer for assembling.

NAVY

PROCUREMENT STATUS: On airplanes procured from Army.

DEMAND MASK TO REGULATOR TUBE CHART

Manufacturer	Manufacturer's Model Number	A. E. Reference Number	AN Part Number	Approx. Length (feet)	Approx. Weight (pounds)	A. S. C. Stock Number
Republic Rubber Division of Lee Rubber & Tire Corp.	POH-8481	46-2630	AN6003-3	1	$2\frac{2}{5}$	5500915725
		46-2640	AN6003-4	2	$5\frac{5}{8}$	5500915730
		46-2650	AN6003-1	4	$11\frac{1}{5}$	5500915750
Boston Woven Hose & Rubber Co.	2139-A	46-2700	AN-6003-2	6	$15\frac{5}{8}$	5500915800
		46-2720		8	$21\frac{1}{5}$	



CONNECTION ASSEMBLY—DEMAND MASK TO REGULATOR TUBE

ARMY DRAWING NUMBER 42B5341

NAMES: Demand mask to regulator tube connection assembly
Connection assembly—oxygen mask to regulator hose

Connection assembly
Fitting assembly

DESCRIPTION: The demand mask to regulator tube assembly consists of a male mask fitting, Army part number 42B5341-1, and a female tube fitting, Army part number 42B5341-2 or AN6002-1. The female tube fitting has a spring flap which covers the tube opening when not in use, and a clamp, used to fasten the connector to the wearer's clothes. The male mask fitting fits into the female tube fitting to make an airtight seal.

CHARACTERISTICS:

Weight..... approximately $\frac{1}{3}$ pound

RELATIONSHIP OF PARTS: Female tube fitting of this assembly is assembled in the demand mask to regulator tube, A. E. Reference Numbers 46-2630, 46-2640, 46-2650, 46-2700, or 46-2720. Male mask fitting of this assembly is assembled on the nose end of demand type oxygen masks.

ARMY

A. E. REFERENCE NUMBER: 46-700

SPECIFICATIONS:

General..... AN-T-23
Superseded..... 40387-A

A. A. F. DRAWING NUMBER: 42B5341

A. S. C. STOCK NUMBER: Refer to column 5 of the chart.

PRODUCTION STATUS: Under procurement.

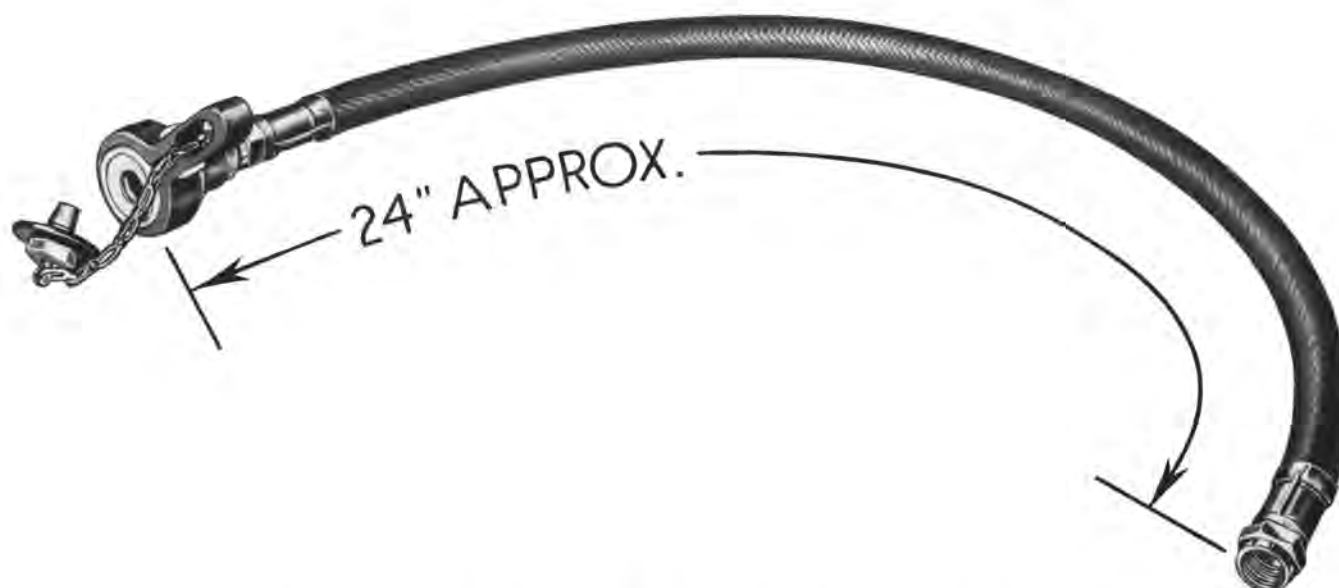
SHIPPING DATA: Female tube fitting, Army part number 42B5341-2 or AN6002-1, is shipped to demand mask to regulator tube manufacturers and male mask fitting, Army part number 42B5341-1, is shipped to demand oxygen mask manufacturers for installation.

NAVY

PROCUREMENT STATUS: Not under procurement.

ALL MODELS BELOW ARE INTERCHANGEABLE
Models are used in services as noted in column 4
A-Army, N-Navy, B-British, C-Commercial

Manufacturer	Manufacturer's Part Identification	Manufacturer's Drawing Number	Used By	Air Service Command Stock Number	Army Technical Order Number
Dill Manufacturing Co.	8590	8590	A	5500212500	None
Victor Adding Machine Co.	50100	42B5341	A	5500212500	None



RECHARGER—WALK AROUND UNIT

ARMY DRAWING NUMBER 42D7261

NAMES: Walk-around unit recharger	Recharger hose
Recharger assembly—portable oxygen	Hose assembly
Recharger—portable cylinder oxygen 24 inches	Oxygen recharger
Portable refilling hose	

DESCRIPTION: The walk around unit recharger consists of a two foot length of flexible hose with a small metering opening and a low pressure oxygen filler valve, AN6024, on one end, and a union coupling on the other end. The union coupling end is connected to the oxygen supply line at any station in the airplane where crew movement is anticipated. When the walk around unit, A. E. Reference Number 46-725, requires recharging, the spout on the regulator is inserted into the low pressure oxygen filler valve of the recharger.

The metering opening, Army part number 42A19075, provides for gradual filling of the walk around unit and prevents overheating. By materially reducing the free pressure, it also prevents loss of oxygen during the coupling operation.

CHARACTERISTICS:

Length.....	approximately 24 inches
Weight.....	approximately 1 pound

ARMY

A. E. REFERENCE NUMBER: 46-1850

A. A. F. DRAWING NUMBER: 42D7621

A. S. C. STOCK NUMBER: 5500717450

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit.

MANUFACTURER'S PART NUMBER: A. Schrader's Son Division of Scovill Manufacturing Company, Incorporated, part number 2460FA.



RECHARGER—TURRET OXYGEN CYLINDER

ARMY DRAWING NUMBER 43B18436

NAMES: Turret oxygen cylinder recharger Recharger assembly—portable oxygen
Recharger—portable cylinder oxygen 48 inches Recharger—oxygen turret

DESCRIPTION: This recharger is used to recharge low pressure oxygen cylinders installed in gun turrets. It consists of a four-foot length of flexible hose with a low pressure oxygen filler valve, AN6024, on one end, and a union coupling on the other. The union coupling end is connected to the oxygen supply line of the airplane.

CHARACTERISTICS:

Length.....approximately 48 inches
Weight.....approximately 1½ pounds

ARMY

A. E. REFERENCE NUMBER: 46-1875

A. A. F. DRAWING NUMBER: 43B18436

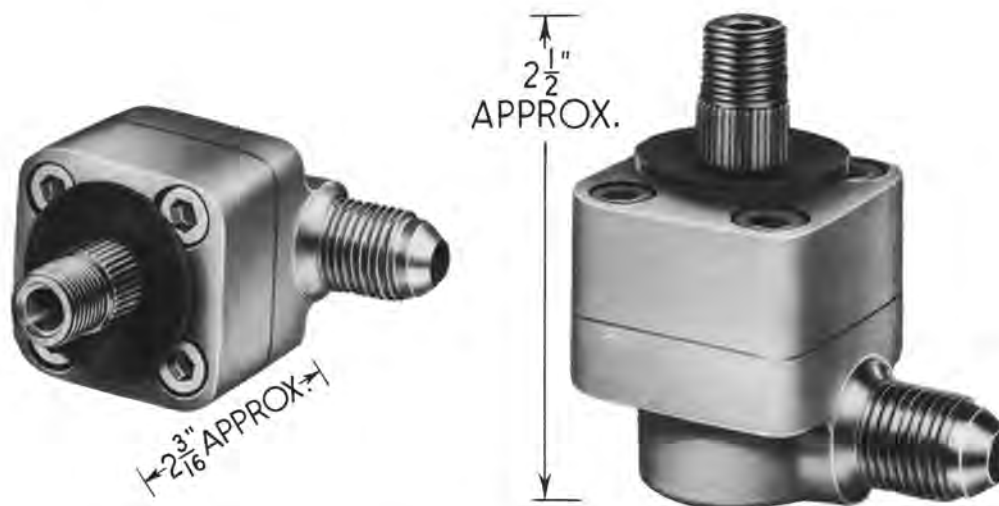
A. S. C. STOCK NUMBER: 5500717475

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit.

MANUFACTURER'S PART NUMBER: A. Schrader's Son Division of Scovill Manufacturing Company, Inc., 2461GW.

MANUFACTURER'S DRAWING NUMBER: A. Schrader's Son Division of Scovill Manufacturing Company, Inc., drawing number 2461.



JOINT—OXYGEN SWIVEL

NAMES: Oxygen swivel joint
Barco swivel joint
Gland
Joint—swivel

Joint—swivel low pressure for turret oxygen
Rotating joint
Rotating pressure joint
Swivel joint

DESCRIPTION: This oxygen swivel joint is used to convey an oxygen supply line to an Army type A-12 low pressure diluter demand oxygen regulator which is installed in a rotating gun turret. The use of this oxygen swivel joint eliminates the necessity of installing separate oxygen cylinders in gun turrets.

CHARACTERISTICS:

Dimensions	approximately $2\frac{5}{16}$ inches high
Connections	$\frac{1}{8}$ inch standard external pipe thread
Weight	approximately 8 ounces

ARMY

A. E. REFERENCE NUMBER: 46-1635

SPECIFICATIONS:

Detail 40496

A. S. C. STOCK NUMBER: 5500523000

PRODUCTION STATUS: Not under procurement for initial installation.

SHIPPING DATA: Shipped as a complete unit.

MANUFACTURER'S PART NUMBER: Barco Manufacturing Company, SK-1998.

NAVY

TYPE DESIGNATION: There is no Navy equivalent for this item.



JOINT—OXYGEN SWIVEL

NAMES: Oxygen swivel joint

Gland

Joint—swivel

Joint—swivel low pressure for turret oxygen

Rotating joint

Rotating pressure joint

Scovill swivel joint

Swivel joint

DESCRIPTION: This oxygen swivel joint is used to convey an oxygen supply line to an Army type A-12 low pressure diluter demand oxygen regulator, installed in a rotating gun turret. Its use eliminates the installation of low pressure oxygen cylinders in gun turrets.

CHARACTERISTICS:

Dimensions.....	approximately 2 $\frac{5}{16}$ inches high
Connections.....	$\frac{1}{8}$ inch standard internal pipe thread
Weight.....	approximately 13 ounces

ARMY

A. E. REFERENCE NUMBER: 46-1640

SPECIFICATIONS:

Detail..... 40496

A. S. C. STOCK NUMBER: 5500524000

PRODUCTION STATUS: Not under procurement for initial installation.

SHIPPING DATA: Shipped as a complete unit.

MANUFACTURER'S PART NUMBER: A. Schrader's Son Division of Scovill Manufacturing Company, Incorporated, 9361-B.

NAVY

There is no Navy equivalent for this item.



COUPLING—AUTOMATIC OXYGEN

AN6009-1

NAMES: Automatic oxygen coupling
Automatic coupling
Fitting assembly

Fitting assembly—oxygen automatic coupling
Oxygen coupling

DESCRIPTION: The automatic oxygen coupling is installed in the supply line at each passenger station of a troop transport plane provided with a continuous flow oxygen system. When oxygen is needed, the bayonet fitting on the hose end of the continuous flow oxygen mask is inserted into the bayonet nipple end of the coupling. The coupling automatically shuts off when the bayonet fitting of the mask is removed from it.

CHARACTERISTICS:

Dimensions.....approximately $\frac{11}{16}$ hex. by $2\frac{1}{32}$ inches long
Weight.....approximately 1 ounce
Thread..... $\frac{1}{2}$ -20 NF-3

RELATIONSHIP OF PARTS: Used in conjunction with low pressure automatic continuous flow oxygen regulator, Army type A-11, A. E. Reference Number 46-2300, and continuous flow oxygen mask, Army type A-8B, A. E. Reference Number 46-1650.

ARMY

A. E. REFERENCE NUMBER: 46-1350

AN DRAWING NUMBER: AN6009 supersedes Army drawing 41A6006.

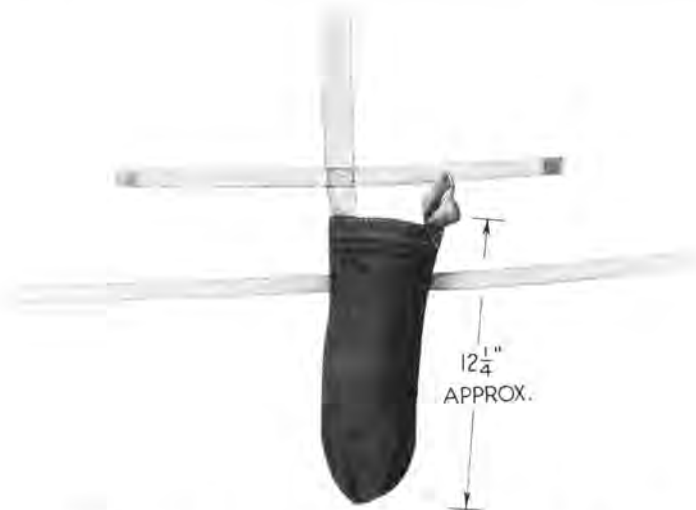
A. S. C. STOCK NUMBER: Refer to column 4 of the chart

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit.

**ALL MODELS BELOW ARE INTERCHANGEABLE
Models are used in services as noted in column 3
A-Army, N-Navy, B-British, C-Commercial**

Manufacturer	Manufacturer's Part Identification	Used By	Air Service Command Stock Number	
A. Schrader's Son	2155	A	5500391660	
Ohio Chemical and Manufacturing Co.	22690A	A	5500391660	



SLING—HIGH PRESSURE OXYGEN WALK AROUND UNIT

ARMY DRAWING NUMBER 40J7613

NAMES: High pressure oxygen walk around unit sling
Sling assembly—oxygen portable high pressure
Sling assembly for portable cylinder
Sling assembly—breathing oxygen portable apparatus

Oxygen sling
Sling assembly

DESCRIPTION: The high pressure oxygen walk around unit supplies oxygen to the wearer where no other facilities are available, when it is necessary to walk around in an airplane at high altitudes. The sling is a cotton duck sack, used to house an Army type A-2 high pressure oxygen walk around cylinder fitted with an Army type A-8A high pressure continuous flow oxygen regulator.

CHARACTERISTICS:

Dimensions	approximately 3 $\frac{3}{4}$ inches wide by 12 $\frac{1}{4}$ inches high
Weight:	approximately 3 ounces
Material	cotton duck

RELATIONSHIP OF PARTS: Used with:

High pressure oxygen walk around cylinder, Army type A-2, A. E. Reference Number 46-850 and high pressure continuous flow oxygen regulator, Army type A-8A, A. E. Reference Number 46-2000.

ARMY

A. E. REFERENCE NUMBER: 46-2550

A. A. F. DRAWING NUMBER: 40J7613

A. S. C. STOCK NUMBER: 5500804520

PRODUCTION STATUS: Not under procurement for initial installation because of Army change to low pressure systems.

SHIPPING DATA: Shipped as a complete unit.



SLING—HIGH PRESSURE OXYGEN PORTABLE UNIT

ARMY DRAWING NUMBER 41J9674

NAMES: High pressure oxygen portable unit sling
Sling assembly—oxygen portable high pressure
Sling assembly—breathing oxygen portable apparatus

Oxygen sling
Sling assembly

DESCRIPTION: This high pressure oxygen portable unit sling is a cotton duck sack used to house an Army type B-1 high pressure cylinder fitted with an Army type A-8A high pressure continuous flow oxygen regulator. The sack has straps by which the unit is suspended. The complete unit comprises a portable oxygen supply for training planes having no built-in oxygen system; it is not intended for use as a walk around unit.

CHARACTERISTICS:

Dimensions	approximately 5½ inches wide by 17¼ inches high
Weight	approximately 4 ounces
Material	cotton duck

RELATIONSHIP OF PARTS: Used with:

High pressure oxygen cylinder, Army type B-1, A. E. Reference Number 46-950 and high pressure continuous flow oxygen regulator, Army type A-8A, A. E. Reference Number 46-2000.

ARMY

A. E. REFERENCE NUMBER: 46-2600

A. A. F. DRAWING NUMBER: 41J9674

A. S. C. STOCK NUMBER: 5500804540

PRODUCTION STATUS: Not under procurement for initial installation because of Army change to low pressure systems.

SHIPPING DATA: Shipped as a complete unit.

MISCELLANEOUS EQUIPMENT OXYGEN EQUIPMENT SECTION



ECONOMIZER — OXYGEN BRITISH MARK II

NAMES: Oxygen economizer
Mark II economizer

DESCRIPTION: The oxygen economizer, Mark II, reduces the quantity of oxygen used by releasing it only upon demand. Oxygen is supplied to the mask during inhalation only, the oxygen flowing from a regulator being stored in a reservoir bag during exhalation. This action is automatically controlled by a valve which is opened by the suction of inhalation. In case of an emergency, the reservoir outlet bag will automatically trip when the bag is full, thus supplying oxygen to the user.

The regulator is connected to a British type E or G oxygen mask by means of flexible tubing, Mark V, and a bayonet union socket, Mark IV. When the economizer is not in use, the bayonet union socket on the end of the flexible tubing is inserted in the clamp of a cut off valve, Mark I, thus stopping the flow from the regulator to the economizer.

High pressure oxygen regulators Mark VIIC, VIID, X, XA and oxygen manifold, Mark IA, are used with this economizer.

CHARACTERISTICS:

Dimensions approximately 11 $\frac{1}{2}$ inches long by 5 $\frac{1}{2}$ inches wide

Weight approximately 2 $\frac{1}{2}$ pounds

RELATIONSHIP OF PARTS: Used with:

Item	British Stores Reference Number	American Stores Reference Number	A. E. Reference Number
High pressure oxygen regulator, Mark VIIC or	6D/513	106D/75	46-2375
High pressure oxygen regulator, Mark VIID or	6D/525	106D/141	
High pressure oxygen master regulator, Mark X or	6D/231	106D/24	46-2385
High pressure oxygen master regulator, Mark XA	6D/514	106D/142	
and			
Oxygen manifold, Mark IA	6D/515	106D/143	46-1645
Cut off valve, Mark I	6D/480	106D/144	46-2875
Bayonet union socket, Mark IV	6D/527	106D/151	46-2615
and			
Flexible tubing, Mark V, 5'	6D/531	106D/148	46-2730
or			
Flexible tubing, Mark V, 7'	6D/532	106D/149	46-2733
or			
Flexible tubing, Mark V, 9'	6D/533	106D/150	46-2735

ARMY

A. E. REFERENCE NUMBER: 46-1340 (Former A. E. Reference Number 97-2300)

TYPE DESIGNATION: British Mark II

A. S. C. STOCK NUMBER: 5500375500

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit.

BRITISH

AIR MINISTRY SPECIFICATION: 0.120

AIR MINISTRY DRAWING NUMBER: W8221 and S. I. S. 2606

TYPE DESIGNATION: Mark II

BRITISH STORES REFERENCE NUMBER: 6D/479

AMERICAN STORES REFERENCE NUMBER: 106D/76



TUBING — FLEXIBLE

BRITISH MARK V

NAMES: Flexible tubing
Flexible supply tube

Mark V flexible tubing
Tubing—rubber reinforced

DESCRIPTION: This flexible tubing, Mark V, is used to convey oxygen from an oxygen economizer, Mark II, to a British type E or G oxygen mask. It is attached to the economizer outlet by means of a wire clip which slips over the tubing end. It is attached to the mask hose end by means of a bayonet union socket, Mark IV. The length of tubing used depends upon the installation.

CHARACTERISTICS:

Dimensions $1\frac{19}{32}$ inch inside diameter; $\frac{3}{32}$ inch wall thickness

RELATIONSHIP OF PARTS: Used with:

Item	British Stores Reference Number	American Stores Reference Number	A. E. Reference Number
Oxygen economizer, Mark II and Bayonet union socket, Mark IV	6D/479	106D/76	46-1340
	6D/527	106D/151	46-2615

ARMY

A. E. REFERENCE NUMBER: See column 1 of chart

TYPE DESIGNATION: British Mark V

A. S. C. STOCK NUMBER: See column 4 of chart

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit.

BRITISH

AIR MINISTRY SPECIFICATION: 0.122

AIR MINISTRY DRAWING NUMBER: W8304

TYPE DESIGNATION: Mark V

A. E. Reference Number	British Stores Reference Number	American Stores Reference Number	A. S. C. Stock Number	Length
46-2730	6D/531	106D/148	5500928525	5 foot
46-2733	6D/532	106D/149	5500928550	7 foot
46-2735	6D/533	106D/150	5500928575	9 foot



MANIFOLD—OXYGEN

BRITISH MARK I

NAMES: Oxygen manifold

Mark I oxygen manifold

DESCRIPTION: The oxygen manifold, Mark I, is used to distribute oxygen flowing from the common supply line of a Mark X master regulator to four individual supply lines. It consists of four fixed metering jets, each designed to pass a specific volume of oxygen at a given pressure. Fluctuation of the oxygen pressure flowing from the regulator varies the amount of oxygen passing through the jet. Each jet is proportioned to supply a quantity of oxygen sufficient for one man. When use of any of the jets is not required, it may be closed off by a blanking cap.

CHARACTERISTICS:

Material	aluminum alloy or brass
Weight	approximately 3 ounces (aluminum alloy), 7 ounces (brass)
Dimensions	approximately 3 3/4 by 1 1/2 by 4 1/64 inches
Threads	1/2-26 British form

RELATIONSHIP OF PARTS: Used with:

Item	British Stores Reference Number	American Stores Reference Number	A. E. Reference Number
High pressure oxygen master regulator, Mark X	6D/231	106D/24	46-2385
Blanking cap	6D/428	106D/31	46-690

ARMY

A. E. REFERENCE NUMBER: 46-1643 (Former A. E. Reference Number 97-4330)

TYPE DESIGNATION: British Mark I

A. S. C. STOCK NUMBER: 5500552150

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit.

BRITISH

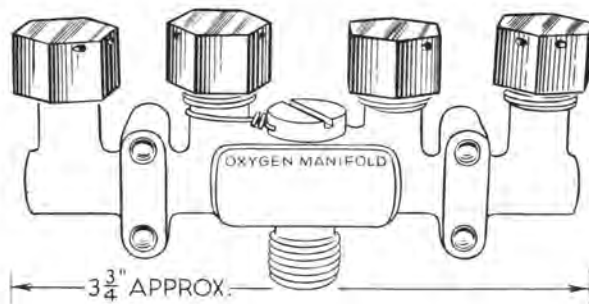
AIR MINISTRY SPECIFICATION: 0.107

AIR MINISTRY DRAWING NUMBER: H-19274-1 and S. I. S. 2602

TYPE DESIGNATION: Mark I

BRITISH STORES REFERENCE NUMBER: 6D 251

AMERICAN STORES REFERENCE NUMBER: 106D 25



MANIFOLD—OXYGEN

BRITISH MARK IA

NAMES: Oxygen manifold

Mark IA oxygen manifold

DESCRIPTION: The oxygen manifold, Mark IA, is used to distribute oxygen flowing from the common supply line of a master regulator, Mark X or Mark XA, to four individual supply lines incorporating oxygen economizers, Mark II. It consists of four fixed metering jets, each designed to pass a specific volume of oxygen for a given pressure behind it. Fluctuation of oxygen pressure flowing from the regulator varies to amount of oxygen passing through the jet. Each jet is proportioned to supply a quantity of oxygen for one man using an oxygen economizer, Mark II. When use of any of the jets is not required, it may be closed off by blanking cap.

CHARACTERISTICS:

Material.....	aluminum alloy or brass
Weight.....	approximately 3 ounces (aluminum alloy); 7 ounces (brass)
Dimensions.....	approximately 3 3/4 by 1 1/2 by 1/4 inches
Threads.....	1/2-26 British form

RELATIONSHIP OF PARTS: Used with:

Item	British Stores Reference Number	American Stores Reference Number	A. E. Reference Number
High pressure oxygen master regulator, Mark X or High pressure oxygen master regulator, Mark XA and Oxygen economizer, Mark II and Blanking caps	6D/231 6D/514 6D/479 6D/428	106D/24 106D/142 106D/76 106D/31	46-2385 46-1340 46-690

ARMY

A. E. REFERENCE NUMBER: 46-1645
A. S. C. STOCK NUMBER: 5500552200
TECHNICAL ORDER NUMBER: None
PRODUCTION STATUS: Under procurement.
SHIPPING DATA: Shipped as a complete unit.

BRITISH

AIR MINISTRY SPECIFICATION: 0.107
AIR MINISTRY DRAWING NUMBER: H-19274-1 and S. I. S. 2602
TYPE DESIGNATION: Mark IA
BRITISH STORES REFERENCE NUMBER: 6D/515
AMERICAN STORES REFERENCE NUMBER: 106D/143



CAP—OXYGEN BLANKING

NAMES: Oxygen blanking cap
Cap—blanking

Cap—shipping and storage

DESCRIPTION: This oxygen blanking cap is used in conjunction with the manifold in British low pressure aircraft oxygen systems. The cap consists of two parts: a cap body, and a synthetic rubber sealing washer. It is provided with $\frac{1}{2}$ -26 internal threads (Whitworth form), which attach to the Mark I or Mark IA manifold connections for blanking off purposes when any manifold connection is inactive.

CHARACTERISTICS:

Material.....dural body with synthetic rubber washer
Dimensions.....approximately $\frac{13}{32}$ by $\frac{19}{32}$ inches
Weight.....approximately $\frac{1}{16}$ pound

RELATIONSHIP OF PARTS: Used with:

Item	British Stores Reference Number	American Stores Reference Number	A. E. Reference Number
Manifold, Mark I or Manifold, Mark IA	6D/251	106D/25	46-1643
	6D/515	106D/143	46-1645

ARMY

A. E. REFERENCE NUMBER: 46-690 (former A. E. Reference No. 97-900)

A. S. C. STOCK NUMBER: 5500182800

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit including a synthetic rubber washer.

BRITISH

AIR MINISTRY SPECIFICATION: 0.113

AIR MINISTRY DRAWING NUMBER: Z7854

TYPE DESIGNATION: None

BRITISH STORES REFERENCE NUMBER: 6D/428

AMERICAN STORES REFERENCE NUMBER: 106D/31

MANUFACTURER'S PART NUMBER: The Weatherhead Company 203626



SOCKET—BAYONET UNION

BRITISH MARK IIIA

NAMES: Bayonet union socket

Socket—oxygen bayonet union

DESCRIPTION: The bayonet union socket, Mark IIIA, is used with a bayonet union plug, Mark IIIB, which is attached to the hose end of a British type D oxygen mask. This socket and plug form a bayonet union, which enables a crew member to quickly connect or disconnect his type D oxygen mask from the source of oxygen supply. It has no internal valve and is used when only one oxygen supply station is required. This type of bayonet union socket is used in an oxygen installation which does not include an oxygen economizer.

CHARACTERISTICS:

Dimensions approximately 1 inch outside diameter by 1 $\frac{3}{4}$ inches high

Weight approximately 4 $\frac{1}{2}$ ounces

ARMY

A. E. REFERENCE NUMBER: 46-2610 (former A. E. Reference Number 97-8110)

TYPE DESIGNATION: British Mark IIIA

A. S. C. STOCK NUMBER: 5500804800

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit.

BRITISH

AIR MINISTRY SPECIFICATION: 0.88

AIR MINISTRY DRAWING NUMBER: Z5594 and S. I. S. 590

TYPE DESIGNATION: Mark IIIA

BRITISH STORES REFERENCE NUMBER: 6D/83

AMERICAN STORES REFERENCE NUMBER: 106D/4



SOCKET—BAYONET UNION

BRITISH MARK IIIB

NAMES: Bayonet union socket

Socket—oxygen bayonet union

DESCRIPTION: The bayonet union socket, Mark IIIB, is used with a bayonet union plug, Mark IIIB, which is attached to the hose end of a British type D oxygen mask. This socket and plug form a bayonet union which enables a crew member to quickly connect or disconnect his type D oxygen mask from the source of oxygen supply. The socket has an internal valve which automatically closes when the mask plug is withdrawn. It is used when more than one oxygen supply station is required. The valve is designed to leak slightly to prevent accumulation of oxygen pressure in a Mark VIIIA* or Mark VIIIB regulator when none of the supply stations are in use.

This type of bayonet socket is used in an oxygen installation which does not include an oxygen economizer.

CHARACTERISTICS:

Dimensions.....approximately 1 inch outer diameter by $1\frac{3}{4}$ inches high

Weight.....approximately $4\frac{1}{2}$ ounces

RELATIONSHIP OF PARTS: Used with:

Item	British Stores Reference Number	American Stores Reference Number	A. E. Reference Number
High pressure oxygen regulator, Mark VIIIA*	6D/124	106D/22	46-2370
or High pressure oxygen regulator, Mark VIIIB	6D/476	106D/46	46-2371

ARMY

A. E. REFERENCE NUMBER: 46-2612

TYPE DESIGNATION: British Mark IIIB

A. S. C. STOCK NUMBER: 5500804850

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit.

BRITISH

AIR MINISTRY SPECIFICATION: 0.88

AIR MINISTRY DRAWING NUMBER: W5569 and S. I. S. 590

TYPE DESIGNATION: Mark IIIB

BRITISH STORES REFERENCE NUMBER: 6D/112

AMERICAN STORES REFERENCE NUMBER: 106D/5



SOCKET—BAYONET UNION

BRITISH MARK IIIC

NAMES: Bayonet union socket

Socket—oxygen bayonet union

DESCRIPTION: The bayonet union socket, Mark IIIC, is used with a bayonet union plug, Mark IIIB, which is connected to the hose end of a British type D oxygen mask. This socket and plug form a bayonet union which enables a crew member to quickly connect or disconnect his type D oxygen mask from the source of oxygen supply. The socket has an internal valve which automatically closes when the mask plug is withdrawn. It is used when more than one oxygen supply station is required. The valve is designed not to leak; therefore, this socket must be used with Mark X or XA regulators, which are sturdy enough to withstand a pressure accumulation.

This type of bayonet socket is used in an oxygen installation which does not include an oxygen economizer.

CHARACTERISTICS:

Dimensions.....approximately 1 inch outer diameter by 1 $\frac{3}{4}$ inches high
Weight.....approximately 4 $\frac{1}{2}$ ounces

RELATIONSHIP OF PARTS: Used with:

Item	British Stores Reference Number	American Stores Reference Number	A. E. Reference Number
High pressure oxygen master regulator, Mark X	6D/231	106D/24	46-2385
or			
High pressure oxygen master regulator, Mark XA	6D/514	106D/142	

ARMY

A. E. REFERENCE NUMBER: 46-2613

TYPE DESIGNATION: British Mark IIIC

PRODUCTION STATUS: Under procurement

SHIPPING DATA: Shipped as a complete unit

BRITISH

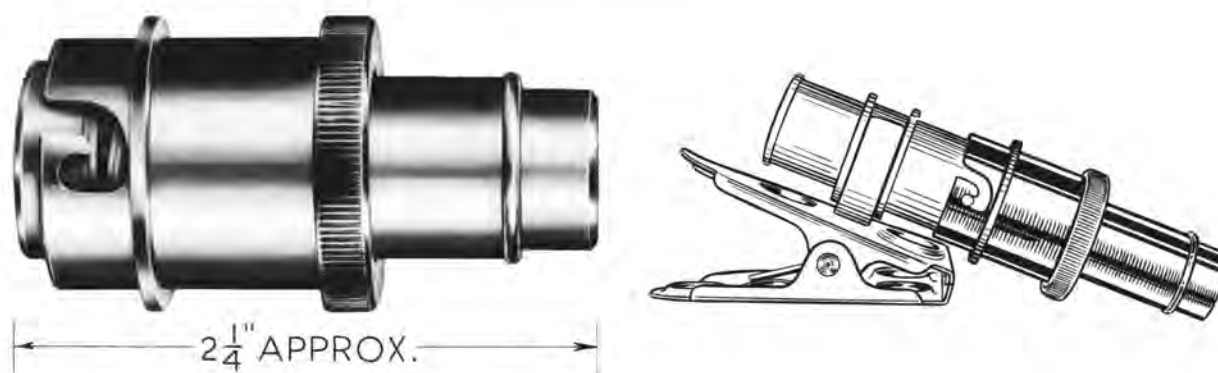
AIR MINISTRY SPECIFICATION: 0.88

AIR MINISTRY DRAWING NUMBER: W5569 and S. I. S. 590

TYPE DESIGNATION: Mark IIIC

BRITISH STORES REFERENCE NUMBER: 6D/534

AMERICAN STORES REFERENCE NUMBER: 106D/145



SOCKET—BAYONET UNION

BRITISH MARK IV

NAMES: Bayonet union socket
Socket—oxygen bayonet union

DESCRIPTION: The bayonet union socket, Mark IV, attached to the end of the flexible tubing, Mark V, is used with a bayonet union plug, Mark IV, which is at the hose end of a British type E or G oxygen mask. This socket and plug form a bayonet union, which enables a crew member to quickly connect or disconnect his type E or G oxygen mask from the flexible tubing outlet of an oxygen economizer.

If it is desired to change from one oxygen outlet to another, the user disconnects his mask hose and stows the socket of the flexible tubing in a cut off valve, Mark I, automatically stopping the oxygen flow to the economizer for that station.

The bayonet union plug on the end of the mask hose has a clip to attach the hose to the user's shirt front.

CHARACTERISTICS:

Dimensions.....approximately 1 inch outer diameter by $2\frac{1}{8}$ inches long
Weight.....approximately $2\frac{1}{8}$ ounces

RELATIONSHIP OF PARTS: Used with:

Item	British Stores Reference Number	American Stores Reference Number	A. E. Reference Number
Flexible tubing, Mark V, 5'	6D/531	106D/148	46-2730
or Flexible tubing, Mark V, 7'	6D/532	106D/149	46-2733
or Flexible tubing, Mark V, 9'	6D/533	106D/150	46-2735
and Cut off valve, Mark I	6D/480	106D/144	46-2875

ARMY

A. E. REFERENCE NUMBER: 46-2615 (former A. E. Reference Number 97-8215)

TYPE DESIGNATION: British Mark IV

A. S. C. STOCK NUMBER: 5500804875

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit.

BRITISH

AIR MINISTRY SPECIFICATION: 0.124

AIR MINISTRY DRAWING NUMBER: W8256 and S. I. S. 2608

TYPE DESIGNATION: Mark IV

BRITISH STORES REFERENCE NUMBER: 6D/527

AMERICAN STORES REFERENCE NUMBER: 106D/151



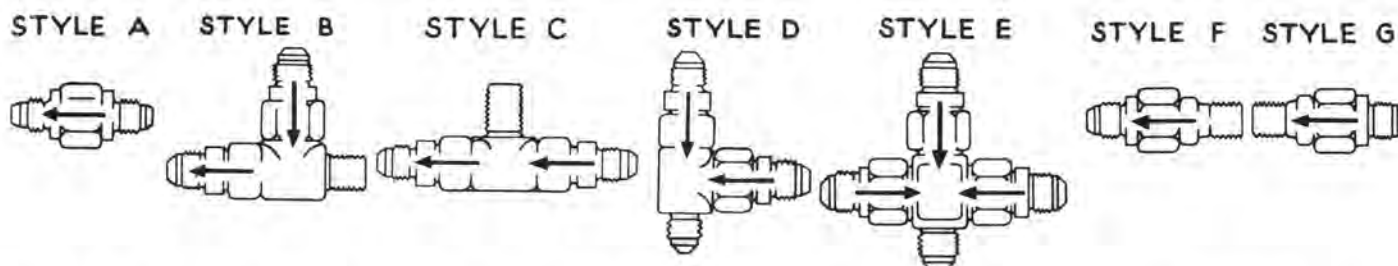
OXYGEN VALVES

The various kinds of valves used in aircraft oxygen systems are for recharging cylinders and starting, stopping, and regulating the flow of gaseous oxygen. These valves are divided into two groups: low pressure and high pressure.

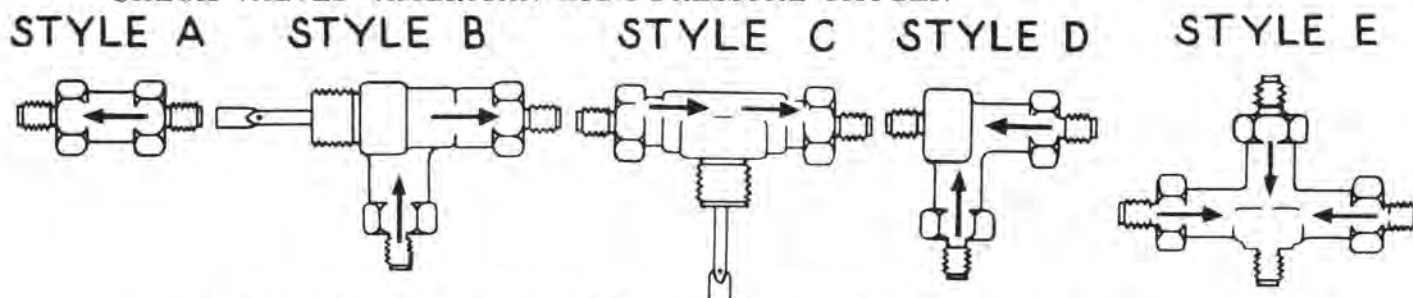
American low pressure oxygen systems use $\frac{5}{16}$ inch outside diameter aluminum alloy tubing, and American high pressure systems use $\frac{3}{16}$ inch outside diameter copper tubing. Valves are constructed to correspond to the proper tube size fittings. The tube fitting threads are in accordance with Army-Navy specification AN-GGG-S-126, and pipe fittings conform to Army-Navy specification AN-GGG-P-363.

Oxygen valves include the following: check valves, filler valves, line valves, relief valves, reduction valves, cut-off valves.

(a) CHECK VALVES—AMERICAN LOW PRESSURE OXYGEN



CHECK VALVES—AMERICAN HIGH PRESSURE OXYGEN

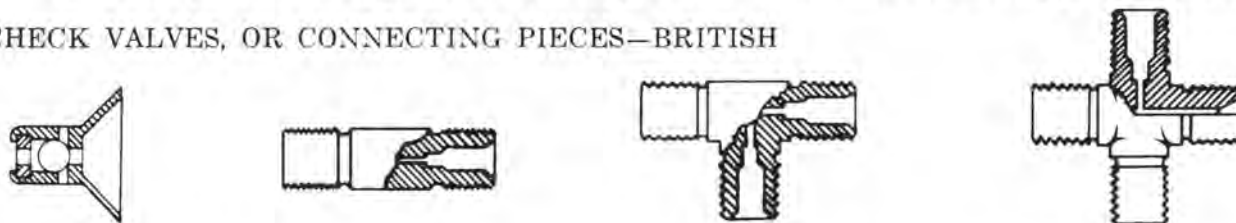


Check valves allow oxygen to flow in a predetermined direction and prevent excessive loss of oxygen if part of the system is damaged. Should one or more cylinders, or any part of the supply line up to a check valve be damaged, the flow of oxygen in the reverse direction is prevented and leakage stopped. Check valves are marked with arrows to indicate the direction of flow. Flow in any other direction is impossible. The American oxygen check valves are of several types:

- straight, single check;
- tee, or three-way, dual check;
- cross, or four-way, triple check

These are placed in strategic parts of the oxygen line in accordance with the oxygen installation.

(b) CHECK VALVES, OR CONNECTING PIECES—BRITISH



NON-RETURN MARK I
(ENLARGED VIEW)

CONNECTING PIECE 2 WAY, MARK II A

CONNECTING PIECE 3 WAY, MARK III A

CONNECTING PIECE 4 WAY, MARK III A

(Continued on page 70)



OXYGEN VALVES

(Continued from page 69)

In British high pressure oxygen systems, non-return or checking devices are used. Functionally, they are the same as American check valves. They consist of two-way, three-way, and four-way connectors called "Connecting pieces." These connecting pieces and the fittings used with them are provided with $\frac{1}{4}$ inch straight pipe threads and $\frac{1}{2}$ -26 threads known as "Whitworth form," which is the British standard form of thread similar to standard threads used in America. These connecting pieces are bored out to accommodate a Mark I non-return valve (A. E. Reference Number 46-2885). By installing one or more non-return valves in appropriate legs of the connecting piece, it may be used to allow flow in any desired direction, while preventing flow in the opposite direction.

FILLER VALVES

Filler valves are used to recharge oxygen cylinders while installed in aircraft. They consist of two types, low pressure and high pressure. Functionally, they are the same the principal difference being in construction. The low pressure valve has a rapid connect (slip-in-fit) for an adapter connection. The high pressure valve has a threaded inlet and outlet connecting to a corresponding adapter.

Filler valves are located on the left side of the airplane fuselage behind a cover plate on the skin, approximately midway between the nose and tail at a height insuring accessibility from the ground.

LINE VALVES

Line valves are used in troop transport aircraft to start or stop the flow of oxygen, and are installed in locations accessible to crew members. These valves are of the packless positive shut-off type and consist of a body with a female inlet and outlet, a hand-wheel marked with an arrow to indicate the open and closed positions, and a mounting bracket. These valves are used in either low or high pressure systems by inserting union nipples corresponding with the respective tube size fittings.

RELIEF VALVES

Relief valves are used to prevent the accumulation of dangerously high pressures in oxygen systems resulting from improper charging, or from expansion due to excessive changes in temperature. Relief valves are no longer used and those now in use will be discontinued as per Army Technical Order 03-50-22.

REDUCTION VALVES

The pressure reduction valve is used to reduce the pressure of oxygen, flowing from high pressure cylinders, to the working pressure usable in a low pressure demand type system. It is provided with one inlet and two outlets. The valve is preset and fixed, and requires no adjustment in operation.

CUT-OFF VALVES (BRITISH)

The cut-off valve is connected to the low pressure oxygen line in British Aircraft to prevent oxygen from flowing from the oxygen regulator to the economizer when the economizer is not in use.



VALVE—LOW PRESSURE OXYGEN STRAIGHT SINGLE CHECK STYLE A

TYPE I STYLE A

NAMES: Low pressure oxygen straight single check style A valve.

Low pressure oxygen single check valve

Oxygen single check valve

Valve assembly—oxygen check tube to tube

DESCRIPTION: This low pressure oxygen check valve, type I, style A, is a tube to tube, straight single check valve, and is provided with $\frac{1}{2}$ -20 NF-3 threads to connect with the oxygen line solderless fittings.

CHARACTERISTICS:

Dimensions	approximately $\frac{11}{16}$ by $2\frac{1}{8}$ inches
Weight	approximately $\frac{1}{32}$ pound

RELATIONSHIP OF PARTS: This valve is used where required in the low pressure oxygen lines in accordance with the installation.

ARMY

A. E. REFERENCE NUMBER: 46-2750

SPECIFICATIONS:

General	40325B
Superseded	40325A

ARMY DRAWING NUMBER: 43A9021

TYPE DESIGNATION: Type I Style A

A. S. C. STOCK NUMBER: 5500932600

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit.

MANUFACTURER'S DRAWING NUMBER: A. Schrader's Son 1668

NAVY

There is no Navy equivalent for this item.



VALVE—LOW PRESSURE OXYGEN TEE DUAL CHECK STYLE B

TYPE I STYLE B

NAMES: Low pressure oxygen tee dual check style B valve
Oxygen tee dual check valve
Valve assembly—oxygen dual check end pipe thread tee

DESCRIPTION: This low pressure oxygen tee dual check valve, type I, style B, is a tube to tube to pipe valve. One end of this valve has a $\frac{1}{4}$ inch external pipe thread which threads into the oxygen cylinder spud. The two remaining ends have $\frac{1}{2}$ -20 NF-3 threads which connect to the oxygen line solderless fittings.

CHARACTERISTICS:

Dimensions.....approximately $1\frac{1}{16}$ by $2\frac{1}{8}$ by $2\frac{3}{4}$ inches
Weight.....approximately $\frac{1}{8}$ pound

RELATIONSHIP OF PARTS: This valve is used where required in the low pressure oxygen lines, in accordance with the installation.

ARMY

A. E. REFERENCE NUMBER: 46-2755

SPECIFICATIONS:

General.....40325B
Superseded.....40325A

ARMY DRAWING NUMBER: 43A9026

TYPE DESIGNATION: Type I, Style B

A. S. C. STOCK NUMBER: 5500955130

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit.

MANUFACTURER'S DRAWING NUMBER: A. Schrader's Son 1669

NAVY

There is no Navy equivalent for the Army item.



VALVE—LOW PRESSURE OXYGEN TEE DUAL CHECK STYLE C

TYPE I STYLE C

NAMES: Low pressure oxygen tee dual check style C valve
Oxygen tee dual check valve
Valve assembly—oxygen dual check, side pipe thread tee

DESCRIPTION: This low pressure oxygen tee dual check valve, type I, style C, is a tube to pipe to tube valve. The side of the valve is provided with a standard $\frac{1}{4}$ inch external pipe thread which threads into the oxygen cylinder, while the two remaining ends have $\frac{1}{2}$ -20 NF-3 threads which connect to the oxygen line solderless fittings.

CHARACTERISTICS:

Dimensions approximately $1\frac{1}{16}$ by $1\frac{1}{16}$ by $3\frac{1}{2}$ inches
Weight approximately $\frac{1}{8}$ pound

RELATIONSHIP OF PARTS: This valve is used where required in the low pressure oxygen lines in accordance with the installation.

ARMY

A. E. REFERENCE NUMBER: 46-2760

SPECIFICATIONS:

General 40325B
Superseded 40325A

ARMY DRAWING NUMBER: 43A9028

TYPE DESIGNATION: Type I, Style C

A. S. C. STOCK NUMBER: 5500932650

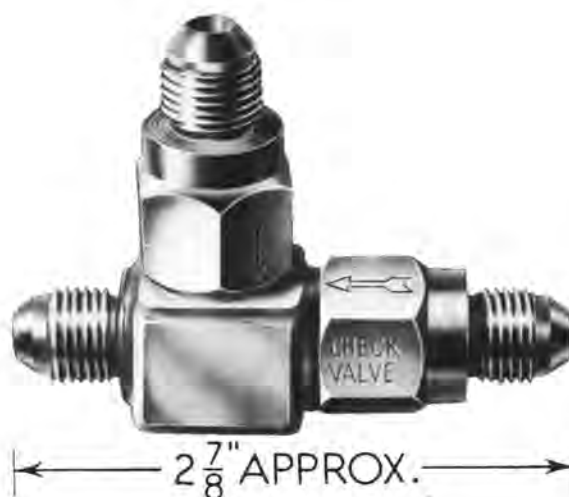
PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit.

MANUFACTURER'S DRAWING NUMBER: A. Schrader's Son 2288

NAVY

There is no Navy equivalent for the Army item.



VALVE—LOW PRESSURE OXYGEN TEE DUAL CHECK STYLE D TYPE I STYLE D

NAMES: Low pressure oxygen tee dual check style D valve
Valve assembly—oxygen dual check tee

DESCRIPTION: This low pressure oxygen tee dual check valve type I, style D, is a three-way tube valve. The three ends are provided with $\frac{1}{2}$ -20 NF-3 threads which connect to the oxygen line solderless fittings.

CHARACTERISTICS:

Dimensions.....approximately $\frac{7}{8}$ by $2\frac{1}{8}$ by $2\frac{7}{8}$ inches
Weight.....approximately $\frac{1}{8}$ pound

RELATIONSHIP OF PARTS: This valve is used where required in the low pressure oxygen line, in accordance with the installation.

ARMY

A. E. REFERENCE NUMBER: 46-2765

SPECIFICATIONS:

General.....40325B
Superseded.....40325A

ARMY DRAWING NUMBER: 43A9030

TYPE DESIGNATION: Type I, Style D

A. S. C. STOCK NUMBER: 5500932700

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit.

MANUFACTURER'S DRAWING NUMBER: A. Schrader's Son 2289

NAVY

There is no Navy equivalent for the Army item.

BRITISH

AMERICAN STORES REFERENCE NUMBER: 106D/225



VALVE—LOW PRESSURE OXYGEN CROSS TRIPLE CHECK STYLE E

TYPE I STYLE E

NAMES: Low pressure oxygen cross triple check
style E valve

Oxygen cross triple check valve
Valve assembly—oxygen triple check cross

DESCRIPTION: This low pressure oxygen cross triple check valve, type I, style E, is a four-way tube valve. The four ends are provided with $\frac{1}{2}$ -20 NF-3 threads which connect to the oxygen line solderless fittings.

CHARACTERISTICS:

Dimensions	approximately $\frac{7}{8}$ by $2\frac{13}{16}$ by $3\frac{1}{2}$ inches
Weight	approximately $\frac{3}{16}$ pound

RELATIONSHIP OF PARTS: This valve is used where required in the low pressure oxygen line system, in accordance with the installation.

ARMY

A. E. REFERENCE NUMBER: 46-2770

SPECIFICATIONS:

General	40325B
Superseded	40325A

ARMY DRAWING NUMBER: 43A9032

TYPE DESIGNATION: Type I, Style E

A. S. C. STOCK NUMBER: 5500932710

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit.

MANUFACTURER'S DRAWING NUMBER: A. Schrader's Son 2990

NAVY

There is no Navy equivalent for the Army item.



VALVE—LOW PRESSURE OXYGEN STRAIGHT SINGLE CHECK STYLE F

TYPE I STYLE F

NAMES: Low pressure oxygen straight single check
style F valve

Oxygen single check valve
Valve assembly—oxygen check pipe thread to
tube

DESCRIPTION: This low pressure oxygen single check valve is a straight pipe to tube valve, type I, style F. The pipe end is provided with $\frac{1}{4}$ inch external pipe thread which threads into the oxygen cylinder spud. The other end has $\frac{1}{2}$ -20 NF-3 threads, which connect to the oxygen line solderless fittings.

CHARACTERISTICS:

Dimensions	approximately $\frac{3}{4}$ by $2\frac{1}{8}$ inches
Weight	approximately $\frac{1}{16}$ pound

RELATIONSHIP OF PARTS: The pipe end is inserted in the outlet of the oxygen cylinder.

ARMY

A. E. REFERENCE NUMBER: 46-2775

SPECIFICATIONS:

General	40325B
Superseded	40325A

ARMY DRAWING NUMBER: 43A9034

TYPE DESIGNATION: Type I, Style F

A. S. C. STOCK NUMBER: 5500932750

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit.

MANUFACTURER'S DRAWING NUMBER: A. Schrader's Son 2291

NAVY

There is no Navy equivalent for the Army item.



VALVE—LOW PRESSURE OXYGEN STRAIGHT SINGLE CHECK STYLE G

TYPE I STYLE G

NAMES: Low pressure oxygen straight single check style G valve
Oxygen single check valve
Valve assembly—oxygen check tube to pipe thread

DESCRIPTION: This low pressure oxygen straight single check valve, type I, style G, is a tube to pipe valve. One end has a $\frac{1}{4}$ inch external pipe thread which connects to the oxygen cylinder inlet spud; the other end has $\frac{1}{2}$ -20 NF-3 threads which connect to the oxygen line solderless fitting.

CHARACTERISTICS:

Dimensions	approximately $2\frac{1}{8}$ by $\frac{11}{16}$ inches
Weight	approximately $\frac{3}{4}$ ounce

RELATIONSHIP OF PARTS: This valve is used to recharge oxygen cylinders where they are manifolded.

ARMY

A. E. REFERENCE NUMBER: 46-2780

SPECIFICATIONS:

General	40325B
Superseded	40325A

ARMY DRAWING NUMBER: 43A9036

TYPE DESIGNATION: Type I, Style G

A. S. C. STOCK NUMBER: 5500932760

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit.

MANUFACTURER'S DRAWING NUMBER: A. Schrader's Son 2292

NAVY

There is no Navy equivalent for the Army item.

BRITISH

AMERICAN STORE'S REFERENCE NUMBER: 106D/226



VALVE—HIGH PRESSURE OXYGEN STRAIGHT SINGLE CHECK STYLE A

AN6014-1

NAMES: High pressure oxygen straight single check
style A valve

Oxygen straight single check valve
Valve—high pressure oxygen check style A

DESCRIPTION: This high pressure oxygen straight single check valve is a straight tube-to-tube valve. Each end is provided with $\frac{3}{8}$ -24 NF-3 threads which connect with the $\frac{3}{16}$ inch outside diameter copper line fittings.

CHARACTERISTICS:

Material	brass
Dimensions	approximately $\frac{11}{16}$ by $1\frac{13}{16}$ inches
Weight	approximately $\frac{1}{8}$ pound

RELATIONSHIP OF PARTS: This valve is used where required in the high pressure oxygen system in accordance with the installation.

ARMY

A. E. REFERENCE NUMBER: 46-2850

SPECIFICATIONS:

General	AN-V-13
Superseded	40369

AN DRAWING NUMBER: AN6014

TYPE DESIGNATION: Style A

A. S. C. STOCK NUMBER: 5500957561

PRODUCTION STATUS: Not under procurement for initial installation, because of Army change to low pressure oxygen.

SHIPPING DATA: Shipped as a complete unit.

MANUFACTURER'S DRAWING NUMBER: Bastian-Blessing Co. 4340



VALVE—HIGH PRESSURE OXYGEN TEE DUAL CHECK STYLE B

AN6015-1

NAMES: High pressure oxygen tee dual check style B valve Oxygen tee dual check valve
High pressure oxygen tee dual check valve Valve—high pressure oxygen check style B

DESCRIPTION: This style B, high pressure oxygen tee dual check valve, is a pipe-to-tube-to-tube valve. The pipe end has $\frac{3}{8}$ inch external pipe threads which connect to the cylinder fitting. Incorporated in the pipe end is a syphon or dip tube which prevents infiltration of oil or foreign matter. The remaining ends have $\frac{3}{8}$ -24 NF-3 threads which connect to the $\frac{3}{8}$ inch outside diameter line fittings.

CHARACTERISTICS:

Material	brass
Dimensions	approximately $\frac{11}{16}$ by 2 by $\frac{39}{16}$ inches
Weight	approximately $\frac{5}{16}$ pound

RELATIONSHIP OF PARTS: Used in: The outlet spud of the high pressure oxygen cylinder.

ARMY

A. E. REFERENCE NUMBER: 46-2855

SPECIFICATIONS:

General	AN-V-13
Superseded	40369

AN DRAWING NUMBER: AN6015

AN PART NUMBER: AN6015-1

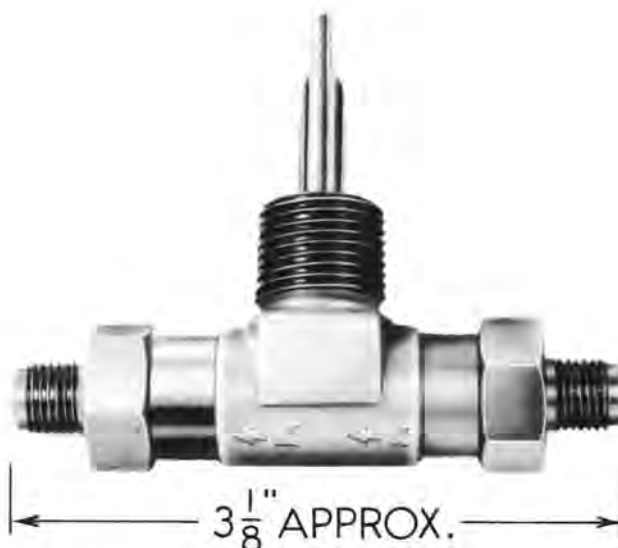
TYPE DESIGNATION: Style B

A. S. C. STOCK NUMBER: 5500957562

PRODUCTION STATUS: Not under procurement for initial installation, because of Army change to low pressure oxygen.

SHIPPING DATA: Shipped as a complete unit.

MANUFACTURER'S DRAWING NUMBER: Bastian-Blessing Co. 4341



VALVE—HIGH PRESSURE OXYGEN TEE DUAL CHECK STYLE C

AN6016-1

NAMES: High pressure oxygen tee dual check style C valve Valve—high pressure oxygen dual check side
Oxygen tee dual check valve pipe thread

DESCRIPTION: This high pressure oxygen tee dual check valve, style C, is a tube-to-pipe-to-tube valve. The tube ends are provided with $\frac{3}{8}$ -24 NF-3 threads which connect to the $\frac{3}{16}$ inch outside diameter copper line fittings. The pipe end has $\frac{1}{4}$ inch external pipe thread, which connects to the oxygen cylinder spud. The pipe end is also equipped with a syphon, or dip tube, which prevents the infiltration of oil or foreign matter.

CHARACTERISTICS:

Material	brass
Dimensions	approximately $3\frac{1}{8}$ by $2\frac{3}{8}$ by $\frac{11}{16}$ inches
Weight	approximately $\frac{5}{16}$ pound

RELATIONSHIP OF PARTS: This valve screws into the high pressure oxygen cylinder outlet spud.

ARMY

A. E. REFERENCE NUMBER: 46-2860

SPECIFICATIONS:

General	AN-V-13
Superseded	40369

AN DRAWING NUMBER: AN6016

AN PART NUMBER: AN6016-1

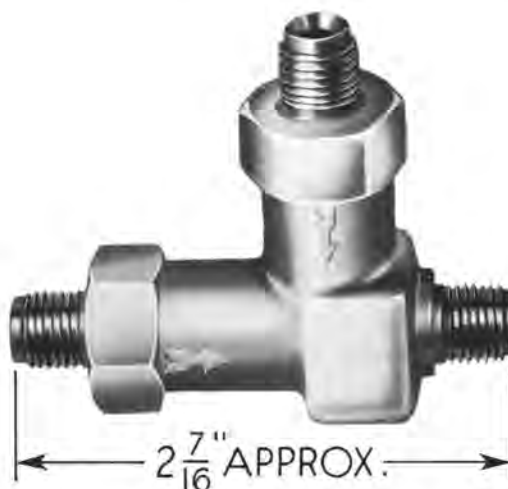
TYPE DESIGNATION: Style C

A. S. C. STOCK NUMBER: 5500957563

PRODUCTION STATUS: Not under procurement for initial installation, because of Army change to low pressure oxygen.

SHIPPING DATA: Shipped as a complete unit.

MANUFACTURER'S DRAWING NUMBER: Bastian-Blessing Co. 4342



VALVE—HIGH PRESSURE OXYGEN TEE DUAL CHECK STYLE D

AN6017-1

NAMES: High pressure oxygen tee dual check style D valve Valve—high pressure oxygen check style D
Oxygen tee dual check valve

DESCRIPTION: This high pressure oxygen tee dual check valve, style D, is a three-way tube valve. The ends are provided with $\frac{3}{8}$ -24 NF-3 threads which connect to $\frac{3}{8}$ inch outside diameter copper line fittings.

CHARACTERISTICS:

Material	brass
Dimensions	approximately $\frac{11}{16}$ by 2 by $2\frac{7}{16}$ inches
Weight	approximately $\frac{1}{4}$ pound

RELATIONSHIP OF PARTS: This valve is used where required in the high pressure oxygen system in accordance with the installation.

ARMY

A. E. REFERENCE NUMBER: 46-2865

SPECIFICATIONS:

General	AN-V-13
Superseded	40369

AN DRAWING NUMBER: AN6017

AN PART NUMBER: AN6017-1

TYPE DESIGNATION: Style D

A. S. C. STOCK NUMBER: 5500957564

PRODUCTION STATUS: Not under procurement for initial installation, because of Army change to low pressure oxygen.

SHIPPING DATA: Shipped as a complete unit.

MANUFACTURER'S DRAWING NUMBER: Bastian-Blessing Co. 4343



VALVE—HIGH PRESSURE OXYGEN CROSS TRIPLE CHECK STYLE E

AN6018-1

NAMES: High pressure oxygen cross triple check style E valve
Cross check

High pressure oxygen check style E valve
Oxygen cross triple check valve
Valve—high pressure oxygen

DESCRIPTION: This high pressure oxygen cross triple check valve, style E, is a four-way tube valve. The four ends of the valve are provided with $\frac{3}{8}$ -24 NF-3 threads, which connect to the $\frac{3}{16}$ outside diameter copper line fittings.

CHARACTERISTICS:

Material	brass
Dimensions	approximately $\frac{11}{16}$ by $\frac{27}{16}$ by $3\frac{1}{8}$ inches
Weight	approximately $\frac{5}{16}$ pound

RELATIONSHIP OF PARTS: Used in:

The high pressure oxygen system where required in accordance with the installation.

ARMY

A. E. REFERENCE NUMBER: 46-2870

SPECIFICATIONS:

General	AN-V-13
Superseded	40369

AN DRAWING NUMBER: AN6018

AN PART NUMBER: AN6018-1

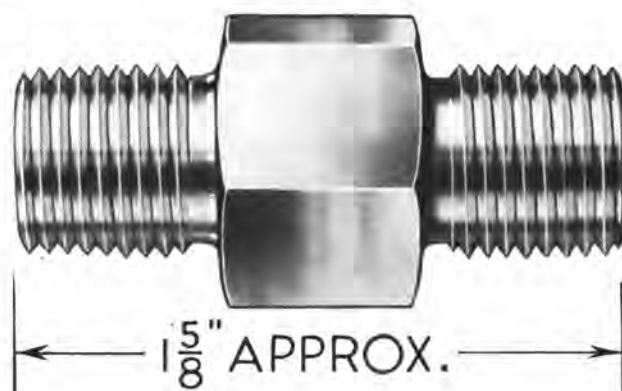
TYPE DESIGNATION: Style E

A. S. C. STOCK NUMBER: 5500957564-3

PRODUCTION STATUS: Not under procurement for initial installation, because of Army change to low pressure oxygen.

SHIPPING DATA: Shipped as a complete unit.

MANUFACTURER'S DRAWING NUMBER: Bastian-Blessing Co. 4344



PIECE—TWO WAY CONNECTING

BRITISH MARK III

NAMES: Two way connecting piece

Union—oxygen connecting two way piece
Mark III

DESCRIPTION: This two way connecting piece, Mark III, is used in conjunction with the British high pressure aircraft oxygen systems. It is a tube-to-tube fitting, each end being provided with $\frac{1}{4}$ inch British straight external pipe threads (Whitworth form), which connect to the appropriate union nuts.

CHARACTERISTICS:

Material	brass
Dimensions	approximately $2\frac{3}{32}$ by $1\frac{5}{8}$ inches
Weight	approximately $\frac{1}{8}$ pound

INSTALLATION PECULIARITIES: Normally used on the charging side of installations, providing for charging of cylinders in place. Used with British union nuts and spherical nipples, in accordance with the installation.

ARMY

A. E. REFERENCE NUMBER: 46-1827

TYPE DESIGNATION: British Mark III

A. S. C. STOCK NUMBER: 5500931218

PRODUCTION STATUS: Not under procurement for initial installation. Superseded by two way connecting piece, Mark III A, British Stores Reference Number 6D/575; American Stores Reference Number 106D/162; A. E. Reference Number 46-1830.

SHIPPING DATA: Shipped as a complete unit.

BRITISH

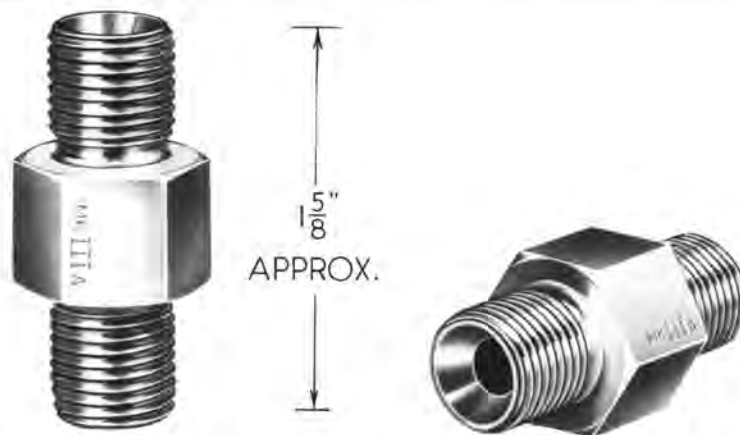
AIR MINISTRY SPECIFICATIONS: 0.76

AIR MINISTRY DRAWING NUMBER: H13389

TYPE DESIGNATION: Mark III

BRITISH STORES REFERENCE NUMBER: 6D/116

AMERICAN STORES REFERENCE NUMBER: 106D/11



PIECE—TWO-WAY CONNECTING

BRITISH MARK III A

NAMES: Two-way connecting piece
Union—oxygen connecting two-way piece
Mark III A

Connecting piece, two-way Mark III A

DESCRIPTION: This two-way, Mark III A, connecting piece is used in the British aircraft high pressure oxygen systems. It is used either as a normal connecting piece or as a check valve. It is a tube-to-tube fitting, both ends having $\frac{1}{4}$ inch British straight external pipe threads (Whitworth form) for connection to the oxygen line fittings. The inside of the threaded ends are designed for the inclusion of a non-return valve, Mark I, which permits the flow of oxygen in the required direction.

CHARACTERISTICS:

Material brass
Dimensions approximately $2\frac{3}{32}$ by $1\frac{5}{8}$ inches
Weight approximately $\frac{1}{8}$ pound

RELATIONSHIP OF PARTS: Used with:

Item	British Stores Reference Number	American Stores Reference Number	A. E. Reference Number
2 union nuts, Mark IV A and when used as a check valve, 1 non-return valve, Mark I	6D/487	106D/156	46-1823
	6D/427	106D/7	46-2885

ARMY

A. E. REFERENCE NUMBER: 46-1830

TYPE DESIGNATION: British Mark III A

A. S. C. STOCK NUMBER: 5500931217

PRODUCTION STATUS: Under procurement. This connecting piece supersedes connecting piece two-way Mark III, British Stores Reference Number 6D/116; American Stores Reference Number 106D/11; A. E. Reference Number 46-1827.

SHIPPING DATA: Shipped as a complete unit.

BRITISH

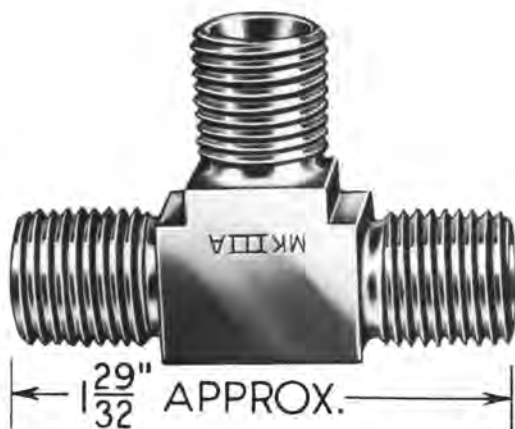
AIR MINISTRY SPECIFICATIONS: 0.76

AIR MINISTRY DRAWING NUMBER: Z9083

TYPE DESIGNATION: Mark III A

BRITISH STORES REFERENCE NUMBER: 6D/575

AMERICAN STORES REFERENCE NUMBER: 106D/162



PIECE—THREE-WAY CONNECTING

BRITISH MARK III A

NAMES: Three-way connecting piece

Union—oxygen connecting three-way piece,
Mark III A

DESCRIPTION: This three way connecting piece, Mark III A, is used in the British aircraft high pressure oxygen systems. It is used as a normal connecting piece, or as a check valve. The three legs or branches have $\frac{1}{4}$ inch British straight external pipe threads (Whitworth form), which connect to the oxygen line tube fittings. The inside of each leg or branch is designed for the inclusion of a non-return valve, Mark I, which permits the flow of oxygen in the required direction.

CHARACTERISTICS:

Material.....brass
Dimensions.....approximately $\frac{1}{2}$ by $1\frac{1}{32}$ by $1\frac{29}{32}$ inches
Weight.....approximately $\frac{3}{16}$ pound

RELATIONSHIP OF PARTS: Used with:

Item	British Stores Reference Number	American Stores Reference Number	A. E. Reference Number
3 union nuts, Mark IV A and when used as a check valve, one, two, or three non return valves, Mark I	6D/487	106D/156	46-1823
	6D/427	106D/7	46-2885

ARMY

A. E. REFERENCE NUMBER: 46-1833

TYPE DESIGNATION: British Mark III A

A. S. C. STOCK NUMBER: 5500931220-5

PRODUCTION STATUS: Under procurement. This connecting piece, Mark III A, supersedes

Item	British Stores Reference Number	American Stores Reference Number	A. E. Reference Number
Three-way piece, Mark IV E	6D/122	106D/18	46-1835
Three-way piece, Mark IV F	6D/145	106D/21	46-1837
Three-way piece, Mark IV G	6D/141	106D/152	None
Three-way piece, Mark IV H	6D/146	106D/153	None

SHIPPING DATA: Shipped as a complete unit.

BRITISH

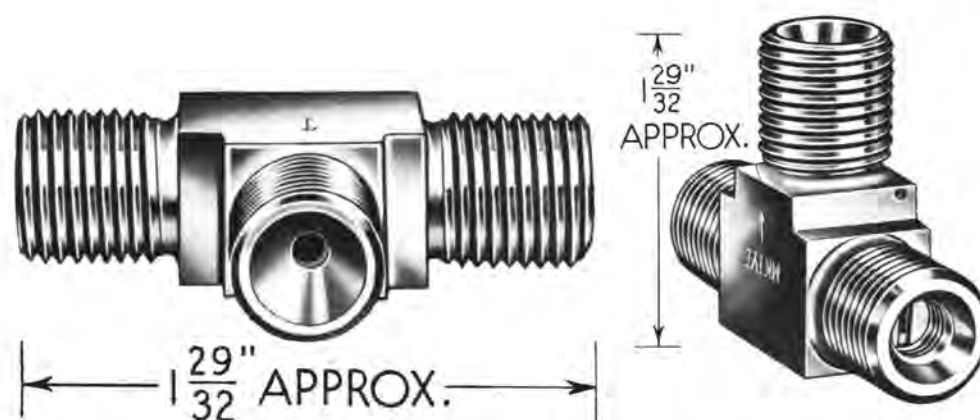
AIR MINISTRY SPECIFICATION: 0.76

AIR MINISTRY DRAWING NUMBER: Z9084

TYPE DESIGNATION: Mark III A

BRITISH STORES REFERENCE NUMBER: 6D/603

AMERICAN STORES REFERENCE NUMBER: 106D/169



PIECE—THREE WAY CONNECTING

BRITISH MARK IV E

NAMES: Three way connecting piece

Union—oxygen connecting three way piece,
Mark IV E

DESCRIPTION: This three way connecting piece, Mark IV E, is used in British aircraft high pressure oxygen systems. It functions also as a check valve. The three legs or branches are provided with $\frac{1}{4}$ inch British straight external pipe threads (Whitworth form), which connect to the oxygen pipe line fittings. The two horizontal branches are threaded internally for the inclusion of a non-return detachable ball valve, which permits the flow of oxygen in the required direction.

CHARACTERISTICS:

Material.....brass
 Dimensions.....approximately $\frac{1}{2}$ by $1\frac{29}{32}$ by $1\frac{29}{32}$ inches
 Weight.....approximately $\frac{3}{16}$ pound

RELATIONSHIP OF PARTS: Used with:

Item	British Stores Reference Number	American Stores Reference Number	A. E. Reference Number
3 union nuts, Mark III or 3 union nuts, Mark IV	6D/40 6D/241	106D/13 106D/15	46-1820 46-1822

ARMY

A. E. REFERENCE NUMBER: 46-1835. (Former A. E. Reference number: 97-5660)

TYPE DESIGNATION: British Mark IV E

A. S. C. STOCK NUMBER: 5500931223

PRODUCTION STATUS: Not under procurement for initial installation. Superseded by three way connecting piece, Mark III A, British Stores Reference Number 6D/603, American Stores Reference Number 106D/169, A. E. Reference Number 46-1833.

SHIPPING DATA: Shipped as a complete unit.

BRITISH

AIR MINISTRY SPECIFICATIONS: 0.98

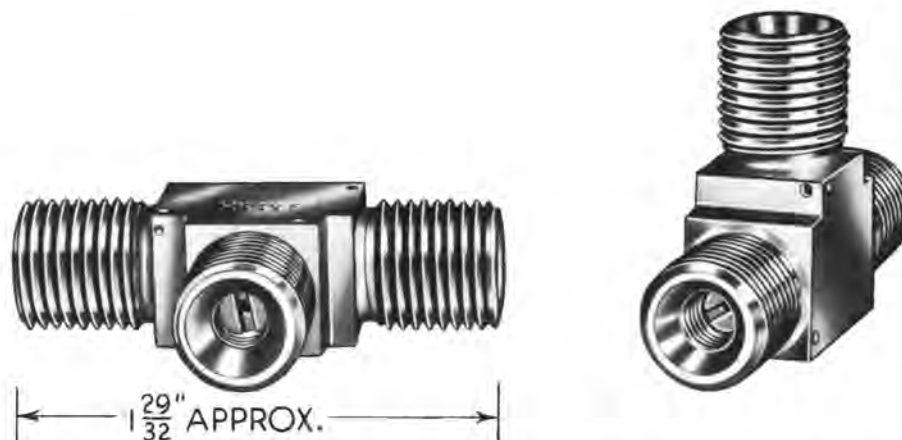
AIR MINISTRY DRAWING NUMBER: W-6412/1

AIR MINISTRY: S. I. S. 597

TYPE DESIGNATION: Mark IV E

BRITISH STORES REFERENCE NUMBER: 6D/122

AMERICAN STORES REFERENCE NUMBER: 106D/18



PIECE—THREE WAY CONNECTING

BRITISH MARK IV F

NAMES: Three way connecting piece

Union—oxygen connecting three way piece,
Mark IV F

DESCRIPTION: This three way connecting piece, Mark IV F, is used in British aircraft high pressure oxygen systems. It functions also as a check valve. The three legs or branches are provided with $\frac{1}{4}$ inch British straight external pipe threads (Whitworth form), which connect to the oxygen pipe line fittings. The two right angle branches are threaded internally for the inclusion of a non-return detachable ball valve, which permits the flow of oxygen in the required direction.

CHARACTERISTICS:

Material	brass
Dimensions	approximately $\frac{1}{2}$ by $1\frac{29}{32}$ by $1\frac{29}{32}$ inches
Weight	approximately $\frac{3}{16}$ pound

RELATIONSHIP OF PARTS: Used with:

Item	British Stores Reference Number	American Stores Reference Number	A. E. Reference Number
3 union nuts, Mark III or 3 union nuts, Mark IV	6D/40 6D/241	106D/13 106D/15	46-1820 46-1822

ARMY

A. E. REFERENCE NUMBER: 46-1837

TYPE DESIGNATION: British Mark IV F

A. S. C. STOCK NUMBER: 5500931224

PRODUCTION STATUS: Not under procurement for initial installation. Superseded by three way connecting piece, Mark III A, British Stores Reference Number 6D/603, American Stores Reference Number 106D/169, A. E. Reference Number 46-1833.

SHIPPING DATA: Shipped as a complete unit.

BRITISH

AIR MINISTRY SPECIFICATIONS: 0.98

AIR MINISTRY DRAWING NUMBER: Z7497

AIR MINISTRY: S. I. S. 597

TYPE DESIGNATION: Mark IV F

BRITISH STORES REFERENCE NUMBER: 6D/145

AMERICAN STORES REFERENCE NUMBER: 106D/21



PIECE—THREE WAY CONNECTING

BRITISH MARK V

NAMES: Three way connecting piece

Union—oxygen connecting three way piece,
Mark V

DESCRIPTION: This three way connecting piece, Mark V, is used in British aircraft high pressure oxygen cylinders. The central leg of the piece has an 0.715 British standard taper stem thread, which is inserted into the cylinder. The remaining two legs have external $\frac{1}{4}$ inch British straight pipe threads (Whitworth form), which connect to the oxygen piping system. One of the horizontal branches includes a non-return valve, Mark I, which permits the flow of oxygen in the required direction.

CHARACTERISTICS:

Material	brass
Dimensions	approximately $\frac{13}{16}$ by 2 by $2\frac{1}{2}$ inches
Weight	approximately $\frac{1}{4}$ pound

RELATIONSHIP OF PARTS: Used with:

Item	British Stores Reference Number	American Stores Reference Number	A. E. Reference Number
Cylinder, Mark VC and non-return valve, Mark I, makes 750 liter cylinder and valve assembly	6D/483	106D/61 106D/62	 46-1325

ARMY

A. E. REFERENCE NUMBER: 46-1839

TYPE DESIGNATION: British Mark V

A. S. C. STOCK NUMBER: 5500931221

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit, with non-return valve, Mark I, British Stores Reference Number 6D/427, American Stores Reference Number 106D/7, A. E. Reference Number 46-2885, incorporated in one leg.

BRITISH

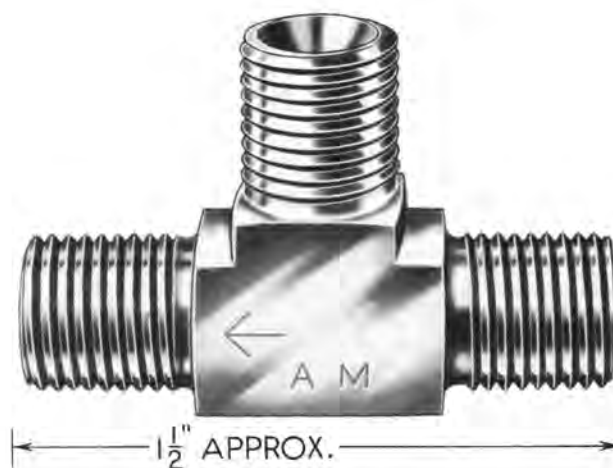
AIR MINISTRY SPECIFICATIONS: 0.104

AIR MINISTRY DRAWING NUMBER: Z7660

TYPE DESIGNATION: Mark V

BRITISH STORES REFERENCE NUMBER: 6D/422

AMERICAN STORES REFERENCE NUMBER: 106D/28



PIECE—THREE WAY CONNECTING

BRITISH MARK VI

NAMES: Three way connecting piece

Union—oxygen connecting three way piece,
Mark VI

DESCRIPTION: This three way connecting piece, Mark VI, is used in British aircraft medium pressure oxygen systems. The three legs, or branches, have $\frac{1}{4}$ inch British external straight pipe threads (Whitworth form), which connect to the appropriate union nuts.

CHARACTERISTICS:

Material	brass
Dimensions	approximately $\frac{33}{64}$ by $1\frac{3}{64}$ by $1\frac{1}{2}$ inches
Weight	approximately $\frac{1}{4}$ pound

RELATIONSHIP OF PARTS: Used with:

Item	British Stores Reference Number	American Stores Reference Number	A. E. Reference Number
Union nut, Mark IV or Union, nut, Mark IV A	6D/241	106D/15	46-1822
	6D/487	106D/156	46-1823

ARMY

A. E. REFERENCE NUMBER: 46-1841

TYPE DESIGNATION: British Mark VI

A. S. C. STOCK NUMBER: 5500931222

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit.

BRITISH

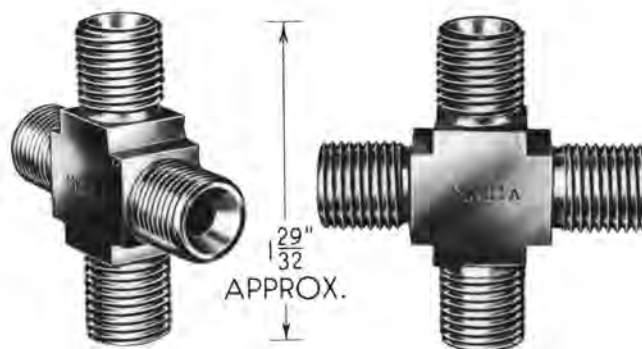
AIR MINISTRY SPECIFICATIONS: 0.112

AIR MINISTRY DRAWING NUMBER: Z7855

TYPE DESIGNATION: Mark VI

BRITISH STORES REFERENCE NUMBER: 6D/429

AMERICAN STORES REFERENCE NUMBER: 106D/34



PIECE—FOUR WAY CONNECTING

BRITISH MARK III A

NAMES: Four way connecting piece

Union—oxygen connecting four way piece,
Mark III A

DESCRIPTION: This four way connecting piece, Mark III A, is used in the British aircraft high pressure oxygen system. It functions, also, as a check valve. Each of the four legs or branches has a $\frac{1}{4}$ inch British straight external pipe thread (Whitworth form), which connects to the oxygen tube line fittings. The internal part of each leg, or branch, is designed for the inclusion of a non-return valve, Mark I, which permits the flow of oxygen in the required direction.

CHARACTERISTICS:

Material.....brass
 Dimensions.....approximately $\frac{1}{2}$ by $1\frac{29}{32}$ by $1\frac{29}{32}$ inches
 Weight.....approximately $\frac{1}{4}$ pound

RELATIONSHIP OF PARTS: Used with:

Item	British Stores Reference Number	American Stores Reference Number	A. E. Reference Number
4 Union nuts, Mark IV A	6D/487	106D/156	46-1823
and when used as check valve 1, 2, or 3 (as required) Non return valve, Mark I	6D/427	106D/7	46-2885

ARMY

A. E. REFERENCE NUMBER: 46-1843

TYPE DESIGNATION: British Mark III A

A. S. C. STOCK NUMBER: 5500931233

PRODUCTION STATUS: Under procurement. This connecting piece supersedes connecting piece four way Mark IV A, British Stores Reference Number 6D/123, American Stores Reference Number 106D/19, A. E. Reference Number 46-1845.

SHIPPING DATA: Shipped as a complete unit.

BRITISH

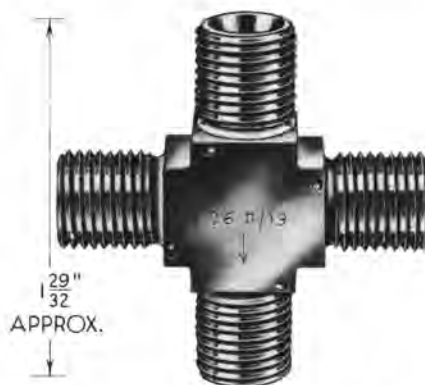
AIR MINISTRY SPECIFICATIONS: 0.76

AIR MINISTRY DRAWING NUMBER: Z9085

TYPE DESIGNATION: Mark III A

BRITISH STORES REFERENCE NUMBER: 6D/604

AMERICAN STORES REFERENCE NUMBER: 106D/170



PIECE—FOUR WAY CONNECTING

BRITISH MARK IV A

NAMES: Four way connecting piece
Connecting piece, four way, Mark IV A

Union—oxygen four way connecting piece,
Mark IV A

DESCRIPTION: This four way connecting piece, Mark IV A, is used in British aircraft high pressure oxygen systems. It also functions as a check valve. The four branches have $\frac{1}{4}$ inch British external straight pipe threads (Whitworth form), which connect to the oxygen piping system. Three of these branches are designed for the inclusion of a non-return valve, which permits the flow of oxygen in the required direction.

CHARACTERISTICS:

Material.....brass
Dimensions.....approximately $\frac{1}{2}$ by $1\frac{29}{32}$ by $1\frac{29}{32}$ inches
Weight.....approximately $\frac{1}{4}$ pound

RELATIONSHIP OF PARTS: Used with:

Item	British Stores Reference Number	American Stores Reference Number	A. E. Reference Number
4 union nuts, Mark III or 4 union nuts, Mark IV	6D/40	106D/13	46-1820
	6D/241	106D/15	46-1822

ARMY

A. E. REFERENCE NUMBER: 46-1845. Former A. E. Reference Number: 97:5730

TYPE DESIGNATION: British Mark IV A

A. S. C. STOCK NUMBER: 5500931235

PRODUCTION STATUS: Not under procurement for initial installation. Superseded by connecting piece, four way, Mark III A, British Stores Reference Number 6D/604, American Stores Reference Number 106D/170, A. E. Reference Number 46-1843.

SHIPPING DATA: Shipped as a complete unit.

BRITISH

AIR MINISTRY SPECIFICATIONS: 0.98

AIR MINISTRY DRAWING NUMBER: W6413/1

AIR MINISTRY: S. I. S. 597

TYPE DESIGNATION: Mark IV A

BRITISH STORES REFERENCE NUMBER: 6D/123

AMERICAN STORES REFERENCE NUMBER: 106D/19



VALVE — OXYGEN NON-RETURN

BRITISH MARK I

NAME: Oxygen non-return valve.

DESCRIPTION: This non-return valve, Mark I, is used in British aircraft high pressure oxygen systems. It consists of a bell-mouthed brass cylinder, with a stainless steel ball in the bore. Oxygen flow in one direction forces the ball against a brass seat, thus forming a seal. Flow in the opposite direction lifts the ball from the seat, and the oxygen passes through four radial ports. This valve can be inserted in any branch of the two-way, three-way, and four-way Mark III A connecting pieces, and in one branch of the three way piece Mark V

CHARACTERISTICS:

Material	brass
Dimensions	approximately $\frac{21}{64}$ by $\frac{7}{16}$ inches

ARMY

A. E. REFERENCE NUMBER: 46-2885

TYPE DESIGNATION: British Mark I

A. S. C. STOCK NUMBER: 5500959450

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped one gross to $\frac{1}{2}$ pound carton.

BRITISH

AIR MINISTRY SPECIFICATION: 0.109

AIR MINISTRY DRAWING NUMBER: Z7892

TYPE DESIGNATION: Mark I

BRITISH STORES REFERENCE NUMBER: 6D/427

AMERICAN STORES REFERENCE NUMBER: 106D/7



VALVE—LOW PRESSURE OXYGEN FILLER

AN6024-3

NAMES: Low pressure oxygen filler valve
Oxygen filler valve

Valve assembly—oxygen filler

DESCRIPTION: This low pressure oxygen filler valve is used for refilling low pressure oxygen cylinders installed in airplanes without removal of the cylinders. Attached to the base of the valve is a flared tube fitting with $\frac{1}{2}$ -20 NF-3 threads, for permanent connection to the oxygen system. A bracket with four holes is also provided for mounting the valve. The valve is designed to receive a rapid connection (slip-in-fit) adapter. A handle is provided to facilitate disconnection. When filling of the cylinders is complete and the adapter is removed from the filler valve, the oxygen flow is checked by an internal mechanism similar to that used in low pressure oxygen check valves.

CHARACTERISTICS:

Dimensions.....approximately $2\frac{1}{4}$ by $2\frac{3}{4}$ by $3\frac{3}{8}$ inches
Weight.....approximately $\frac{5}{16}$ pound

RELATIONSHIP OF PARTS: Used with the following low pressure oxygen filler adapters:

Adapter, Army drawing number 42A6950, A. E. Reference Number 46-200
Adapter, AN6027-1, A. E. Reference Number 46-685
Adapter, Army drawing number 42A7543, A. E. Reference Number 46-250

ARMY

A. E. REFERENCE NUMBER: 46-2900

SPECIFICATIONS:

Detail.....AN-V-14
Superseded.....40326B

AN DRAWING NUMBER: AN 6024

AN PART NUMBER: AN6024-3

ARMY DRAWING NUMBER: 41B5316

TYPE DESIGNATION: Type I

A. S. C. STOCK NUMBER: 5500955330

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit.

MANUFACTURER'S DRAWING NUMBER: A. Schrader's Son 1660

NAVY

PROCUREMENT STATUS: On planes procured from the Army.



VALVE—HIGH PRESSURE OXYGEN FILLER

AN6013-1

NAMES: High pressure oxygen filler valve
Oxygen valve

Valve assembly—filler high pressure oxygen system
Valve—filler, oxygen (high pressure)

DESCRIPTION: This high pressure oxygen filler valve is for recharging high pressure oxygen cylinders installed in airplanes. It is of the packless, positive shut-off type. The body of the valve is marked with an arrow to indicate the direction of flow. The outlet port is provided with an AN 780-3 brass fitting which is connected to the airplane oxygen line system. The inlet port has $\frac{29}{32}$ -14 NS-3 threads for the adapter.

The adapter, AN6005-1, A. E. Reference Number 46-650, and a brass dust cap are attached to the valve body by means of six inch chains to prevent loss.

CHARACTERISTICS:

Dimensions.....approximately $2\frac{1}{16}$ by $3\frac{3}{4}$ by 4 inches
Weight.....approximately $1\frac{11}{16}$ pounds

ARMY

A. E. REFERENCE NUMBER: 46-2950

SPECIFICATIONS:

Detail.....AN-V-11
Superseded.....40385

AN DRAWING NUMBER.....AN6013

AN PART NUMBER: AN6013-1

A. S. C. STOCK NUMBER: Refer to chart

PRODUCTION STATUS: Not under procurement for initial installation, because of Army change to low pressure oxygen.

SHIPPING DATA: Shipped as a complete unit.

ALL MODELS BELOW ARE INTERCHANGEABLE
Models are used in services as noted in column 3
A-Army, N-Navy, B-British, C-Commercial

Manufacturer	Manufacturer's Drawing Number	Used By	Air Service Command Stock Number	
Bastian-Blessing Co.	4354	A-N	5500957700	
Superior Valve & Fittings Co.	5530	A-N		



VALVE—LOW PRESSURE OXYGEN LINE

NAMES: Low pressure oxygen line valve
Oxygen line valve

Valve assembly—oxygen line low pressure

DESCRIPTION: This low pressure oxygen line valve is used to open or close the source of low pressure oxygen installed in airplanes. The valve is of the packless, positive shut-off type, and fully opens in not more than $1\frac{1}{4}$ counterclockwise turns of the handwheel. The handwheel is marked with an arrow to indicate direction of rotation to open the valve.

Inlet and outlet ports have $\frac{1}{8}$ inch internal pipe threads with AN816-5D fittings installed.

CHARACTERISTICS:

Dimensions.....approximately $2\frac{3}{8}$ by $2\frac{3}{8}$ by $3\frac{3}{8}$ inches
Weight.....approximately 1 pound

ARMY

A. E. REFERENCE NUMBER: 46-3000

SPECIFICATIONS:

Detail.....40386

TYPE DESIGNATION: Type I

A. S. C. STOCK NUMBER: Refer to column 4 of chart.

TECHNICAL ORDER NUMBER: Refer to column 5 of chart.

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit.

NAVY

There is no Navy equivalent for the Army item.

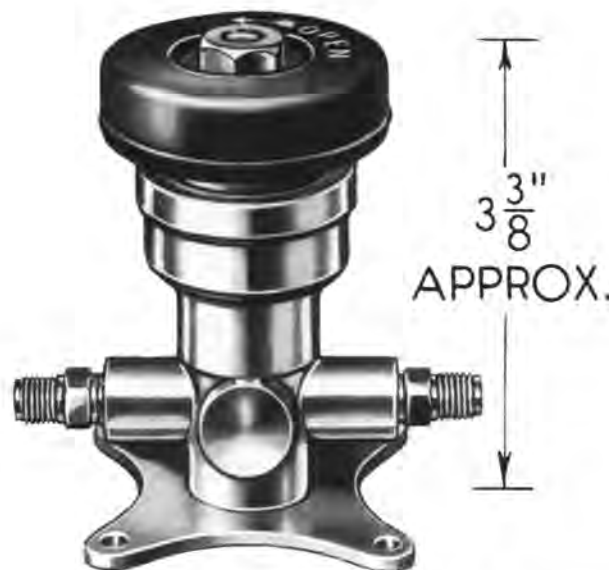
ALL MODELS BELOW ARE INTERCHANGEABLE Models are used in services as noted in column 3 A-Army, N-Navy, B-British, C-Commercial

Manufacturer	Manufacturer's Drawing Number	Used By	Air Service Command Stock Number	Army Technical Order Number	Remarks
Bastian-Blessing Co.	4352	A	5500959360	03-50-21	
	4353	A	5500955355	03-50-20	High pressure oxygen line valve.
Superior Valve & Fittings Co.	5531	A	5500959360	03-50-21	
	5532	A	5500957800	03-50-20	High pressure oxygen line valve.

NOTE—High pressure and low pressure oxygen line valves can be made interchangeable by replacing high pressure fittings AN780-3 with low pressure fittings AN816-5D or vice versa. Because of the difference in the mounting bracket holes, the products of Superior Valve and Fitting Company are not interchangeable with those of Bastian-Blessing Company as units without re-drilling panel holes.



VALVES OXYGEN EQUIPMENT SECTION



VALVE—HIGH PRESSURE OXYGEN LINE

AN6012-1

NAMES: High pressure oxygen line valve
Oxygen line valve

Valve assembly—oxygen line high pressure

DESCRIPTION: This high pressure oxygen line valve is used in the high pressure oxygen systems installed in troop transport airplanes. It is of the packless, positive shut-off type, and opens fully in not more than $1\frac{1}{4}$ counterclockwise turns of the handwheel. The handwheel is marked with an arrow to indicate direction of rotation to open the valve.

Inlet and outlet ports are provided with $\frac{1}{8}$ inch internal pipe threads, with AN780-3 fittings installed.

CHARACTERISTICS:

Dimensions.....approximately $2\frac{3}{8}$ by $2\frac{3}{8}$ by $3\frac{3}{8}$ inches
Weight.....approximately 1 pound

ARMY

A. E. REFERENCE NUMBER: 46-3050

SPECIFICATIONS:

Detail.....AN-V-12
Superseded.....40368

AN DRAWING NUMBER: AN6012

AN PART NUMBER: AN6012-1

A. S. C. STOCK NUMBER: Refer to column 4 of the chart

TECHNICAL ORDER NUMBER: Refer to column 5 of chart.

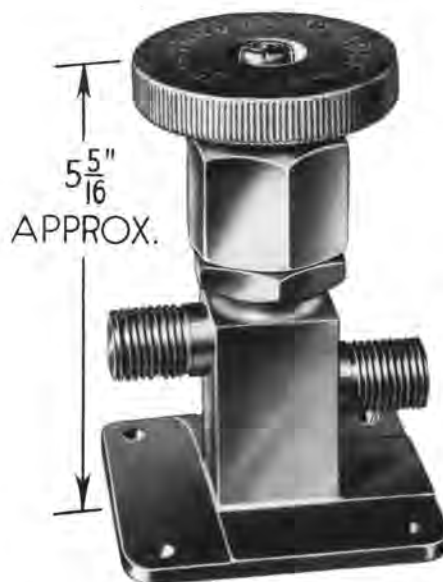
PRODUCTION STATUS: Not under procurement for initial installation, because of Army change to low pressure oxygen.

SHIPPING DATA: Shipped as a complete unit.

ALL MODELS BELOW ARE INTERCHANGEABLE
Models are used in services as noted in column 3
A-Army, N-Navy, B-British, C-Commercial

Manufacturer	Manufacturer's Drawing Number	Used By	Air Service Command Stock Number	Army Technical Order Number	Remarks
Bastian-Blessing Co.	4353	A	5500955355	03-50-20	
	4352	A	5500959360	03-50-21	Low pressure oxygen line valve.
Superior Valve & Fitting Co.	5532	A	5500957800	03-50-20	
	5531	A	5500959360	03-50-21	Low pressure oxygen line valve.

NOTE—High pressure and low pressure oxygen line valves can be made interchangeable by replacing low pressure fittings AN816-5D with high pressure fittings AN780-3 or vice versa. Because of the difference in the mounting bracket holes the products of Bastian-Blessing Company are not interchangeable with those of Superior Valve and Fitting Company as units without re-drilling panel holes.



VALVE—HIGH PRESSURE OXYGEN MASTER CHARGING OR DISCHARGING

BRITISH MARK VIII*

NAMES: High pressure oxygen master charging or
discharging valve

High pressure valve Mark VIII* British

High pressure oxygen line valve
Line valve—high pressure oxygen
Oxygen line valve

DESCRIPTION: This Mark VIII* high pressure oxygen valve has threaded male inlet and outlet connections which are provided with $\frac{1}{4}$ inch British straight pipe threads (Whitworth form).

This valve may be used as a charging valve, line or discharge valve. When used as a charging valve, it is installed inside the fuselage in a convenient position in the airplane, with the upper connection (gland side of the valve) on the inlet side. The lower connection is attached permanently to the line system which leads to the oxygen cylinders.

When used as a discharge valve, the upper connection is attached to the section of the line having in the circuit the regulators, bayonet sockets, etc. The lower connection is attached to the cylinder bank line. The handle of the valve is marked with arrows to indicate the ON and OFF direction of rotation.

CHARACTERISTICS:

Dimensions.....approximately $2\frac{1}{4}$ by $2\frac{1}{4}$ by $3\frac{1}{4}$ inches
Weight.....approximately $\frac{15}{16}$ pound

ARMY

A. E. REFERENCE NUMBER: 46-2880

TYPE DESIGNATION: British Mark VIII*

A. S. C. STOCK NUMBER: Refer to column 4 of the chart

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit.

BRITISH

AIR MINISTRY SPECIFICATION: 0.103

AIR MINISTRY DRAWING NUMBER: Z7658

AIR MINISTRY S. I. S.: 598

TYPE DESIGNATION: Mark VIII*

ALL MODELS BELOW ARE INTERCHANGEABLE
Models are used in services as noted in column 3
A-Army, N-Navy, B-British, C-Commercial

Manufacturer	Manufacturer's Drawing Number	Used By	Air Service Command Stock Number	Army Technical Order Number	British Stores Reference Number	American Stores Reference Number	Remarks
Weatherhead Co.	204255	B	5500959325	None	6D/223	106D/6	
The de Havilland Aircraft of Canada, Ltd.	204255	B	5500959325	None			Part number 204255 supersedes part number 203633. They are interchangeable.



VALVE—LOW PRESSURE OXYGEN RELIEF TYPE I

NAMES: Low pressure oxygen relief valve
Oxygen relief valve

Valve assembly—relief low pressure oxygen system

DESCRIPTION: This low pressure oxygen relief valve was used in low pressure oxygen systems to prevent dangerously high pressures.

CHARACTERISTICS:

Dimensions.....approximately $3\frac{1}{16}$ by $2\frac{3}{4}$ by 1 inches
Weight.....approximately $\frac{3}{16}$ pound

INSTALLATION PECULIARITIES: Because of excessive leakage, it was found necessary to remove these relief valves as per Technical Order Number 03-50-22. Upon removal of the relief valve, the opening should be plugged with a pipe plug, or the lines connected with a flared tube union, depending upon type of installation.

The following parts are used for replacement:

Where relief valve has $\frac{1}{8}$ inch pipe threads, replace with pipe plug, part number AN913-1.

Where relief valve has $\frac{1}{4}$ inch pipe threads, replace with pipe plug, part number AN913-2.

Where relief valve has flared tube fittings, replace with union, part number AN815-5D.

ARMY

A. E. REFERENCE NUMBER: 46-3100

SPECIFICATIONS:

Detail.....40392

TYPE DESIGNATION: Type I

A. S. C. STOCK NUMBER: 5500959550

SHIPPING DATA: Shipped as a complete unit.

PRODUCTION STATUS: Not under procurement for initial installation.

MANUFACTURER'S DRAWING NUMBER: Bastian-Blessing Co. 4331

NAVY

There is no Navy equivalent for the Army item.



VALVE—OXYGEN PRESSURE REDUCTION

AN6028-1

NAMES: Oxygen pressure reduction valve
Reducing valve
Valve assembly—oxygen pressure reduction

DESCRIPTION: This oxygen pressure reduction valve was designed to enable high pressure oxygen cylinders to be used in a low pressure demand system. The valve operates from a maximum pressure of 2000 pounds per square inch at the inlet, and can be pre-set to a maximum pressure of either 400 or 450 pounds per square inch at the outlet. The one inlet and two outlets have $\frac{1}{8}$ inch internal pipe threads for attachment of desired nipples.

A safety relief valve is also incorporated to prevent the accumulation of a pressure in excess of 600 pounds per square inch in the low pressure portion of the valve. The valve shuts after relief, at not less than 500 pounds per square inch.

CHARACTERISTICS:

Dimensions..... approximately $4\frac{9}{16}$ by $4\frac{1}{2}$ by $4\frac{1}{4}$ inches
Weight..... approximately $2\frac{1}{2}$ pounds

INSTALLATION PECULIARITIES: Used in high pressure oxygen line system, installed between the high pressure oxygen cylinder and low pressure regulator.

ARMY

A. E. REFERENCE NUMBER: 46-3150

SPECIFICATIONS:

Detail..... 40383A
Superseded..... 40383

AN DRAWING NUMBER: AN6028

A. S. C. STOCK NUMBER: 5500959500

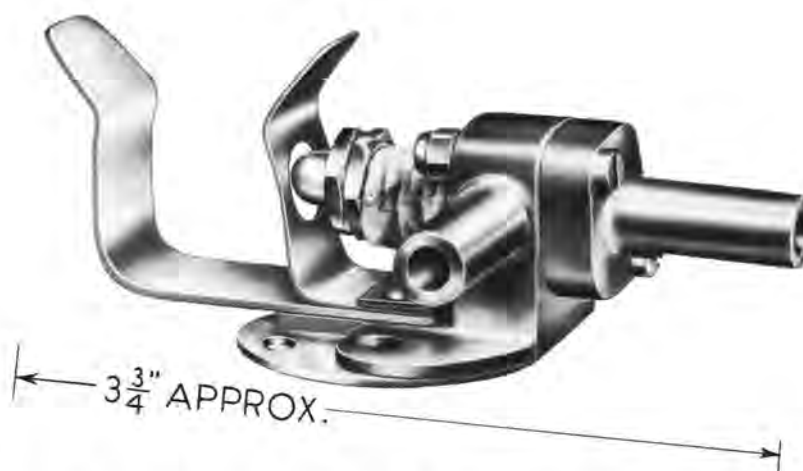
PRODUCTION STATUS: Not under procurement for initial installation, because of Army change to low pressure oxygen system.

SHIPPING DATA: Shipped as a complete unit.

MANUFACTURER'S DRAWING NUMBER: Bastian-Blessing Co. 4357



VALVES OXYGEN EQUIPMENT SECTION



VALVE—OXYGEN CUT-OFF

BRITISH MARK I

NAMES: Oxygen cut-off valve

Mark I automatic cut-off oxygen valve

DESCRIPTION: The oxygen cut-off valve, Mark I, is installed in the low pressure portion of a British oxygen system. It connects in the line between a regulator and a Mark II economizer. A spring clip at the top of the body is used for stowing a Mark IV bayonet socket, which is attached to the economizer outlet tube when not in use. Stowing this socket depresses the spherical nut in the lower portion of the spring clip, pushing the piston down and sealing the opening, thereby stopping the flow of oxygen to its economizer.

A small luminous plate is affixed to the valve, to aid in locating it in the dark.

CHARACTERISTICS:

Dimensions..... approximately 1 1/4 by 1 7/8 by 3 5/8 inches
Weight..... approximately 3/16 pound

INSTALLATION PECULIARITIES: Used in conjunction with Mark II economizer, American Stores Reference Number 106D/76; British Stores Reference Number 6D/479; A. E. Reference Number 46-1340.

ARMY

A. E. REFERENCE NUMBER: 46-2875

TYPE DESIGNATION: British Mark I

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit.

BRITISH

AIR MINISTRY SPECIFICATION: 0.121

AIR MINISTRY DRAWING NUMBER: W8210-1

TYPE DESIGNATION: Mark I

BRITISH STORES REFERENCE NUMBER: 6D/480

AMERICAN STORES REFERENCE NUMBER: 106D/144

MANUFACTURER'S DRAWING NUMBER: Bastian-Blessing Company 4336



VALVE—HIGH PRESSURE OXYGEN CYLINDER

BRITISH MARK VII A*

NAMES: High pressure oxygen cylinder valve

Valve—Mark VII A* for high pressure oxygen cylinder, Mark V

DESCRIPTION: This cylinder valve is used in British aircraft high pressure oxygen cylinders. Its purpose is to shut off the oxygen supply stored in the cylinder from the remainder of the system during periods of inaction. The body of the valve is of brass and has a 0.715 British standard taper stem thread which screws into the neck of the oxygen cylinder. A side branch of the valve has $\frac{1}{4}$ inch British straight external pipe thread (Whitworth form), which connects to the oxygen line system.

CHARACTERISTICS:

Material	brass
Dimensions	approximately $1\frac{9}{16}$ by $3\frac{7}{16}$ inches
Weight	approximately $\frac{9}{16}$ pound

INSTALLATION PECULIARITIES: Used with:

750 liter high pressure oxygen cylinder, Mark VC, British Stores Reference Number 6D/483, American Stores Reference Number 106D/61, to make 750 liter cylinder and valve assembly, American Stores Reference Number 106D/63, A. E. Reference Number 46-1330.

ARMY

A. E. REFERENCE NUMBER: 46-2877

TYPE DESIGNATION: British Mark VII A*

A. S. C. STOCK NUMBER: 5500958450

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit.

MANUFACTURER'S DRAWING NUMBER: Kerotest Manufacturing Co. 7491

BRITISH

AIR MINISTRY SPECIFICATION: 0.84

AIR MINISTRY DRAWING NUMBER: Z7025

TYPE DESIGNATION: Mark VII A*

BRITISH STORES REFERENCE NUMBER: 6D/264

AMERICAN STORES REFERENCE NUMBER: 106D/54



NIPPLE—SPHERICAL

BRITISH MARK III

NAMES: Spherical nipple

Nipple—oxygen spherical, Mark III

DESCRIPTION: This spherical nipple, Mark III, is used in conjunction with a union nut, Mark III, and $\frac{3}{16}$ inch outside diameter tubing in British aircraft high pressure oxygen systems. Connection is made by soldering the nipple to the end of the tubing, and it is held firmly to the conical seat of the body of a connecting piece by a union nut, Mark III.

CHARACTERISTICS:

Material brass
 Dimensions approximately $\frac{7}{16}$ by $\frac{29}{32}$ inches
 Weight approximately $\frac{1}{32}$ pound

RELATIONSHIP OF PARTS: Used with:

Union nut, Mark III, British Stores Reference Number 6D/40, American Stores Reference Number 106D/13, A. E. Reference Number 46-1820.

ARMY

A. E. REFERENCE NUMBER: 46-1810

TYPE DESIGNATION: British Mark III

A. S. C. STOCK NUMBER: 5500590510

PRODUCTION STATUS: Not under procurement for initial installation. Superseded by spherical nipple, Mark III A, British Stores Reference Number 6D/485, American Stores Reference Number 106D/157, A. E. Reference Number 46-1813.

SHIPPING DATA: Shipped as a complete unit.

MANUFACTURER'S PART NUMBER: The Weatherhead Company 203610

BRITISH

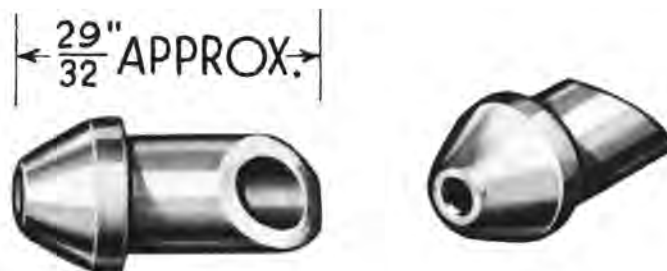
AIR MINISTRY SPECIFICATIONS: 0.76

AIR MINISTRY DRAWING NUMBER: H-11817

TYPE DESIGNATION: Mark III

BRITISH STORES REFERENCE NUMBER: 6D/39

AMERICAN STORES REFERENCE NUMBER: 106D/12



NIPPLE—SPHERICAL

BRITISH MARK III A

NAMES: Spherical nipple

Nipple—oxygen spherical, Mark III A

DESCRIPTION: This spherical nipple, Mark III A, is used in conjunction with a union nut, Mark IV A, and $\frac{3}{16}$ inch outside diameter tubing in British aircraft high pressure oxygen systems. Connection is made by soldering the nipple to the end of the tubing, and it is held firmly to the conical seat of the body of a connecting piece by a union nut, Mark IV A.

CHARACTERISTICS:

Material.....	brass
Dimensions.....	approximately $\frac{7}{16}$ by $\frac{29}{32}$ inches
Weight.....	approximately $\frac{1}{32}$ pound

RELATIONSHIP OF PARTS: Used with Union nut, Mark IV A, British Reference Number 6D/487, American Stores Reference Number 106D/156, A. E. Reference Number 46-1823.

ARMY

A. E. REFERENCE NUMBER: 46-1813

TYPE DESIGNATION: British Mark III A

A. S. C. STOCK NUMBER: 5500590512

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit.

MANUFACTURER'S PART NUMBER: The Weatherhead Manufacturing Company 204269

BRITISH

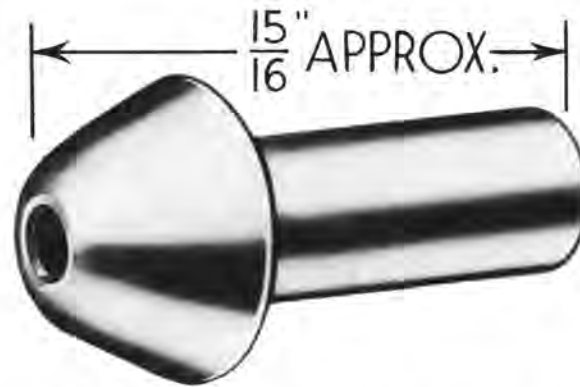
AIR MINISTRY SPECIFICATION: 0.76

AIR MINISTRY DRAWING NUMBER: Z8204

TYPE DESIGNATION: Mark III A

BRITISH STORES REFERENCE NUMBER: 6D/485

AMERICAN STORES REFERENCE NUMBER: 106D/157



NIPPLE—SPHERICAL

BRITISH MARK IV

NAMES: Spherical nipple
Nipple—oxygen spherical, Mark IV

DESCRIPTION: This spherical nipple, Mark IV, is used in conjunction with $\frac{1}{4}$ inch outside diameter tubing and a union nut in British aircraft high pressure oxygen systems. Connection is made by soldering the nipple to the end of the tubing, and it is held firmly to the conical seat of the body of a connecting piece by a union nut, Mark IV.

CHARACTERISTICS:

Material	brass
Dimensions	approximately $\frac{7}{16}$ by $\frac{29}{32}$ inches
Weight	approximately $\frac{1}{32}$ pound

RELATIONSHIP OF PARTS: Used with:

Union nut, Mark IV, British Stores Reference Number 6D/241, American Stores Reference Number 106D/15, A. E. Reference Number 46-1822.

ARMY

A. E. REFERENCE NUMBER: 46-1815

TYPE DESIGNATION: British Mark IV

A. S. C. STOCK NUMBER: 5500590520

PRODUCTION STATUS: Not under procurement for initial installation. Superseded by spherical nipple, Mark IV A, British Stores Reference Number 6D/486, American Stores Reference Number 106D/158, A. E. Reference Number 46-1817.

SHIPPING DATA: Shipped as a complete unit.

MANUFACTURER'S PART NUMBER: The Weatherhead Company 203615

BRITISH

AIR MINISTRY SPECIFICATION: 0.76

AIR MINISTRY DRAWING NUMBER: Z7864

TYPE DESIGNATION: Mark IV

BRITISH STORES REFERENCE NUMBER: 6D/240

AMERICAN STORES REFERENCE NUMBER: 106D/14



NIPPLE — SPHERICAL

BRITISH MARK IV A

NAMES: Spherical nipple

Nipple—oxygen spherical, Mark IV A

DESCRIPTION: This spherical nipple, Mark IVA, is used in conjunction with a union nut, Mark IV A, and $\frac{1}{4}$ inch outside diameter tubing, in British aircraft high pressure oxygen systems. Connection is made by soldering the nipple to the end of the tubing, and it is held firmly to the conical seat of the body of the appropriate connecting piece by a union nut, Mark IV A.

CHARACTERISTICS:

Material.....	brass
Dimensions.....	approximately $\frac{7}{16}$ by $\frac{29}{32}$ inches
Weight.....	approximately $\frac{1}{32}$ pound

RELATIONSHIP OF PARTS: Used with union nut, Mark IVA, British Stores Reference Number 6D/487, American Stores Reference Number 106D/156, A. E. Reference Number 46-1823.

ARMY

A. E. REFERENCE NUMBER: 46-1817

TYPE DESIGNATION: British Mark IV A

A. S. C. STOCK NUMBER: 5500590525

PRODUCTION STATUS: Under procurement. Supersedes spherical nipple Mark IV, British Stores Reference Number 6D/240, American Stores Reference Number 106D/14, A. E. Reference Number 46-1815.

SHIPPING DATA: Shipped as a complete unit.

BRITISH

AIR MINISTRY SPECIFICATION: 0.76

AIR MINISTRY DRAWING NUMBER: Z8205

TYPE DESIGNATION: Mark IV A

BRITISH STORES REFERENCE NUMBER: 6D/486

AMERICAN STORES REFERENCE NUMBER: 106D/158



NUT—UNION

BRITISH MARK I

NAMES: Union nut

Nut—oxygen union low pressure, Mark I

DESCRIPTION: This union nut is used in the low pressure portion of the British aircraft high pressure oxygen systems. It is provided with $\frac{1}{2}$ -26 threads (Whitworth form), which attach to the appropriate Mark I union bodies.

CHARACTERISTICS:

Material.....duralumin
Dimensions.....approximately $\frac{39}{64}$ by $\frac{39}{64}$ inches
Weight.....approximately $\frac{1}{32}$ pound

RELATIONSHIP OF PARTS: Used with: Rubber bushing, British Stores Reference Number 28C/5109, American Stores Reference Number 128/5109, A. E. Reference Number 46-2425, and any union body, Mark I.

One union nut, Mark I, and one rubber bushing, Mark I, are required with each fitting leg of the union bodies.

ARMY

A. E. REFERENCE NUMBER: 46-1819 (Former A. E. Reference Number 97-9420)

TYPE DESIGNATION: British Mark I

A. S. C. STOCK NUMBER: 5500601625

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit.

NAVY

There is no Navy equivalent for this item.

BRITISH

AIR MINISTRY SPECIFICATION: None

AIR MINISTRY DRAWING NUMBER: A. G. S. 838-4

TYPE DESIGNATION: Mark I

BRITISH STORES REFERENCE NUMBER: 28C/5108

AMERICAN STORES REFERENCE NUMBER: 128/5108



NUT—UNION

BRITISH MARK III

NAMES: Union nut

Nut—oxygen union, Mark III

DESCRIPTION: This union nut, Mark III, is used in British aircraft high pressure oxygen systems. It is provided with $\frac{1}{4}$ inch British straight pipe threads (Whitworth form), and, when assembled to a spherical nipple, Mark III, attaches to a leg or branch of a connecting piece.

CHARACTERISTICS:

Dimensions approximately $\frac{43}{64}$ by $\frac{23}{32}$ inches
Weight approximately $\frac{1}{32}$ pound

RELATIONSHIP OF PARTS: Used with: Spherical nipple, Mark III, British Stores Reference Number 6D/12, American Stores Reference Number 106D/39, A. E. Reference Number 46-1810. One nut, Mark III, and one nipple, Mark III, are required for each fitting leg of the two way, three way, and four way, Mark III and Mark IV connecting pieces.

ARMY

A. E. REFERENCE NUMBER: 46-1820

TYPE DESIGNATION: British Mark III

A. S. C. STOCK NUMBER: 5500601640

PRODUCTION STATUS: Not under procurement for initial installation. Superseded by union nut, Mark IV A, British Stores Reference Number 6D/487, American Stores Reference Number 106D/156, A. E. Reference Number 46-1823.

SHIPPING DATA: Shipped as a complete unit.

BRITISH

AIR MINISTRY SPECIFICATION: 0.76

AIR MINISTRY DRAWING NUMBER: H11817

TYPE DESIGNATION: Mark III

BRITISH STORES REFERENCE NUMBER: 6D/40

AMERICAN STORES REFERENCE NUMBER: 106D/13



VALVES OXYGEN EQUIPMENT SECTION



NUT—UNION

BRITISH MARK IV

NAMES: Union nut

Nut—oxygen union, Mark IV

DESCRIPTION: This union nut, Mark IV, is used with $\frac{1}{4}$ inch outside diameter tubing and a spherical nipple, Mark IV, in British aircraft high pressure oxygen systems. It is provided with $\frac{1}{4}$ inch British straight pipe threads (Whitworth form), and attaches to Mark III, Mark III A, or Mark IV connecting piece.

CHARACTERISTICS:

Material	brass
Dimensions	approximately $\frac{43}{64}$ by $\frac{43}{64}$ inches
Weight	approximately $\frac{1}{32}$ pound

RELATIONSHIP OF PARTS: Used with: Spherical nipple, Mark IV, British Stores Reference Number 6D/240, American Stores Reference Number 106D/14, A. E. Reference Number 46-1815. One nut and one nipple are required for each fitting leg in two, three and four way, Mark III, Mark III A and Mark IV connecting pieces.

ARMY

A. E. REFERENCE NUMBER: 46-1822 (Former A. E. Reference Number 97-5380)

TYPE DESIGNATION: British Mark IV

A. S. C. STOCK NUMBER: 5500601650

PRODUCTION STATUS: Not under procurement for initial installation.

Superseded by: Union nut, Mark IV A, British Stores Reference Number 6D/487, American Stores Reference Number 106D/156, A. E. Reference Number 46-1823.

SHIPPING DATA: Shipped as a complete unit.

MANUFACTURER'S PART NUMBER: The Weatherhead Company 203616

BRITISH

AIR MINISTRY SPECIFICATION: 0.76

AIR MINISTRY DRAWING NUMBER: Z7863

TYPE DESIGNATION: Mark IV

BRITISH STORES REFERENCE NUMBER: 6D/241

AMERICAN STORES REFERENCE NUMBER: 106D/15



NUT—UNION

BRITISH MARK IV A

NAME: Union nut

DESCRIPTION: This union nut, Mark IV A, is used in the piping system of British aircraft high pressure oxygen systems. It is provided with an internal $\frac{1}{4}$ inch British straight pipe thread (Whitworth form), which, when assembled with a spherical nipple, attaches to a leg, or branch, of a Mark III A connecting piece.

CHARACTERISTICS:

Material brass
 Dimensions approximately $\frac{3}{64}$ by $\frac{23}{32}$ inches
 Weight approximately $\frac{1}{32}$ pound

RELATIONSHIP OF PARTS: Used with:

Item	British Stores Reference Number	American Stores Reference Number	A. E. Reference Number
Spherical nipple, Mark III A or Spherical nipple, Mark IV A	6D/485 6D/486	106D/157 106D/158	46-1813 46-1817

One nut, Mark IV A, and one nipple, Mark III A, or nipple, Mark IV A, are required for each fitting leg of any connecting piece two way, three way, and four way, Mark III A.

ARMY

A. E. REFERENCE NUMBER: 46-1823

TYPE DESIGNATION: British Mark IV A

A. S. C. STOCK NUMBER: 5500601655

PRODUCTION STATUS: Under procurement. This union nut supersedes:

Item	British Stores Reference Number	American Stores Reference Number	A. E. Reference Number
Union nut, Mark III	6D/40	106D/13	46-1820
Union nut, Mark IV	6D/241	106D/15	46-1822

SHIPPING DATA: Shipped as a complete unit.

BRITISH

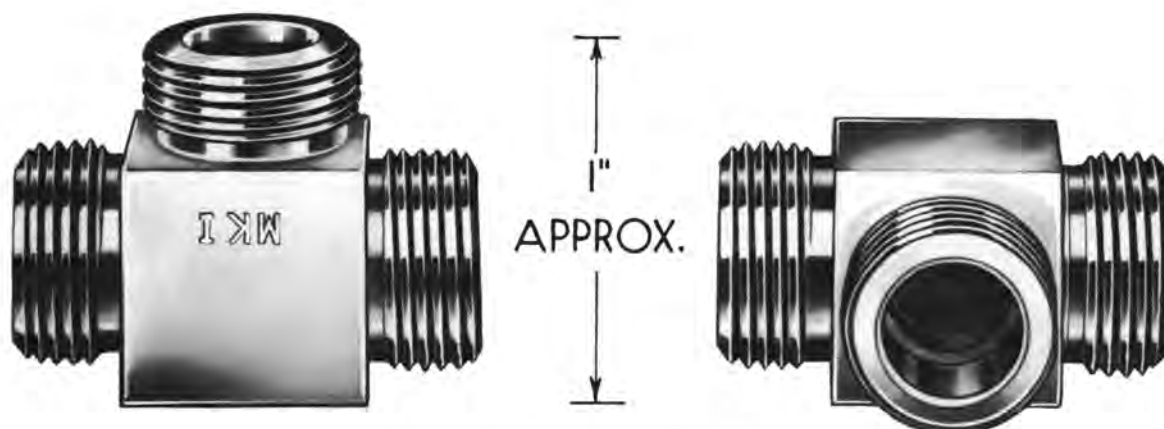
AIR MINISTRY SPECIFICATIONS: 0.76

AIR MINISTRY DRAWING NUMBER: Z8206

TYPE DESIGNATION: Mark IV A

BRITISH STORES REFERENCE NUMBER: 6D/487

AMERICAN STORES REFERENCE NUMBER: 106D/156



UNION—TEE BODY

BRITISH MARK I

NAMES: Tee body union

Tee union body

DESCRIPTION: This tee body union, Mark I, is used in the low pressure portion of the British aircraft high pressure oxygen system. It is provided with $\frac{1}{2}$ -26 threads (Whitworth form), for connection with union nuts.

CHARACTERISTICS:

Material.....duralumin
 Dimensions.....approximately $\frac{1}{2}$ by 1 by 1 inch
 Weight.....approximately $\frac{1}{16}$ pound

RELATIONSHIP OF PARTS: Used with:

Item	British Stores Reference Number	American Stores Reference Number	A. E. Reference Number
Union nut and Rubber bushing	28C/5108	128/5108	46-1819
	28C/5109	128/5109	46-2425

ARMY

A. E. REFERENCE NUMBER: 46-689

TYPE DESIGNATION: British Mark I

A. S. C. STOCK NUMBER: 5500897950

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit.

BRITISH

AIR MINISTRY SPECIFICATION: None

AIR MINISTRY DRAWING NUMBER: A. G. S. 838-2

TYPE DESIGNATION: Mark I

BRITISH STORES REFERENCE NUMBER: 28C/5105

AMERICAN STORES REFERENCE NUMBER: 128/5105



UNION—ELBOW BODY

BRITISH MARK I

NAMES: Elbow body union
Elbow union body, Mark I

Union—oxygen low pressure elbow body,
Mark I

DESCRIPTION: This elbow body union, Mark I, is used in the low pressure tubing portion of the British aircraft high pressure oxygen systems. It is provided with $\frac{1}{2}$ -26 external threads (Whitworth form), that connect to the union nuts, Mark I.

CHARACTERISTICS:

Material.....	duralumin
Dimensions.....	approximately $\frac{17}{32}$ by $\frac{25}{32}$ by $\frac{25}{32}$ inches
Weight.....	approximately $\frac{1}{32}$ pound

RELATIONSHIP OF PARTS: Used with:

Item	British Stores Reference Number	American Stores Reference Number	A. E. Reference Number
2 union nuts, Mark I and	28C/5108	128/5108	46-1819
2 rubber bushings, Mark I	28C/5109	128/5109	46-2425

ARMY

A. E. REFERENCE NUMBER: 46-2740

TYPE DESIGNATION: British Mark I

A. S. C. STOCK NUMBER: 5500931240

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit.

MANUFACTURER'S PART NUMBER: The Weatherhead Manufacturing Company 203619

BRITISH

AIR MINISTRY SPECIFICATIONS: 0.76

AIR MINISTRY DRAWING NUMBER: A. G. S. 838-3

TYPE DESIGNATION: Mark I

BRITISH STORES REFERENCE NUMBER: 28C/5107

AMERICAN STORES REFERENCE NUMBER: 128/5107



UNION—STRAIGHT BODY

BRITISH MARK I

NAMES: Straight body union
Straight body
Straight body union, Mark I

Union—oxygen low pressure straight body,
Mark I

DESCRIPTION: This straight body union, Mark I, is used in conjunction with the low pressure tubing portion of British aircraft high pressure oxygen systems. Both ends are provided with $\frac{1}{2}$ -26 threads (Whitworth form), for connection to union nuts, Mark I.

CHARACTERISTICS:

Material.....duralumin
Dimensions.....approximately $\frac{5}{8}$ by $\frac{43}{64}$ inches
Weight.....approximately $\frac{1}{32}$ pound

RELATIONSHIP OF PARTS: Used with:

Item	British Stores Reference Number	American Stores Reference Number	A. E. Reference Number
2 union nuts, Mark I and	28C/5108	128/5108	46-1819
2 rubber bushings, Mark I	28C/5109	128/5109	46-2425

ARMY

A. E. REFERENCE NUMBER: 46-2745

TYPE DESIGNATION: British Mark I

A. S. C. STOCK NUMBER: 5500931244

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit.

MANUFACTURER'S PART NUMBER: The Weatherhead Company 203617

BRITISH

AIR MINISTRY SPECIFICATION: None

AIR MINISTRY DRAWING NUMBER: A. G. S. 838-1

TYPE DESIGNATION: Mark I

BRITISH STORES REFERENCE NUMBER: 28C/5104

AMERICAN STORES REFERENCE NUMBER: 128/5104



COUPLING—METAL PIPE COLLAR

NAMES: Metal pipe collar coupling
Pipe collar coupling

Coupling, oxygen pipe collar
Collar—pipe

DESCRIPTION: This pipe collar coupling is used for making pipe couplings and pipe joints in the medium pressure portion of British aircraft high pressure oxygen systems. It forms a gas-tight fit in conjunction with $\frac{1}{4}$ inch outside diameter tubing, an outer and an inner sleeve coupling.

CHARACTERISTICS:

Material	aluminum alloy
Dimensions	approximately $\frac{1}{4}$ by $2\frac{29}{64}$ inches
Weight	approximately $\frac{1}{32}$ pound

RELATIONSHIP OF PARTS: Used with:

Item	British Stores Reference Number	American Stores Reference Number	A. E. Reference Number
Metal outer sleeve coupling, and	28C/5722	128/5722	46-2520
Metal inner sleeve coupling, and	28C/5716	128/5716	46-2515
Metal nipple coupling, and	28C/5704	128/5704	46-1807
Metal nipple coupling adapter	28C/5710	128/5710	46-1809

ARMY

A. E. REFERENCE NUMBER: 46-693. (Former A. E. Reference Number 97-1950)

A. S. C. STOCK NUMBER: 5500272550

TYPE DESIGNATION: None

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit.

BRITISH

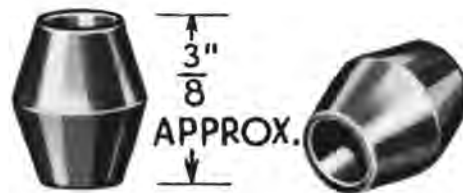
AIR MINISTRY SPECIFICATION: None

AIR MINISTRY DRAWING NUMBER: A. G. S. 902B

TYPE DESIGNATION: None

BRITISH STORES REFERENCE NUMBER: 28C/5698

AMERICAN STORES REFERENCE NUMBER: 128/5698



COUPLING—METAL NIPPLE

NAMES: Metal nipple coupling

Coupling, oxygen nipple

DESCRIPTION: This metal nipple coupling is used for making connections in the medium pressure portion of the British aircraft high pressure oxygen system. It forms a gas-tight connection when used with $\frac{1}{4}$ inch outside diameter tubing, an outer and an inner sleeve coupling, and a pipe collar coupling.

CHARACTERISTICS:

Material.....aluminum alloy
 Dimensions.....approximately $\frac{1}{4}$ by $\frac{3}{8}$ inches
 Weight.....approximately $\frac{1}{64}$ pound

RELATIONSHIP OF PARTS: Used with:

Item	British Stores Reference Number	American Stores Reference Number	A. E. Reference Number
Metal outer sleeve coupling, and	28C/5722	128/5722	46-2520
Metal inner sleeve coupling, and	28C/5716	128/5716	46-2515
Metal pipe collar coupling	28C/5698	128/5698	46-693

ARMY

A. E. REFERENCE NUMBER: 46-1807

A. S. C. STOCK NUMBER: 5500272510

TYPE DESIGNATION: None

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit.

BRITISH

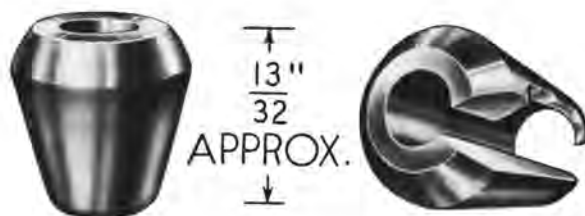
AIR MINISTRY SPECIFICATION: None

AIR MINISTRY DRAWING NUMBER: A. G. S. 903B

TYPE DESIGNATION: None

BRITISH STORES REFERENCE NUMBER: 28C/5704

AMERICAN STORES REFERENCE NUMBER: 128/5704



ADAPTER—METAL NIPPLE COUPLING

NAMES: Metal nipple coupling adapter

Coupling—oxygen adapter nipple

DESCRIPTION: This metal nipple coupling adapter is used for making connections in the medium pressure portion of the British aircraft high pressure oxygen systems. It forms a gas-tight connection when used with $\frac{1}{4}$ inch outside diameter tubing, an outer sleeve coupling, and a pipe collar coupling.

CHARACTERISTICS:

Material.....aluminum alloy
 Dimensions.....approximately $\frac{13}{32}$ by $\frac{13}{32}$ inches
 Weight.....approximately $\frac{1}{32}$ pound

RELATIONSHIP OF PARTS: Used with:

Item	British Stores Reference Number	American Stores Reference Number	A. E. Reference Number
Metal outer sleeve coupling, and Metal pipe collar coupling	28C/5722 28C/5698	128/5722 128/5698	46-2520 46-693

ARMY

A. E. REFERENCE NUMBER: 46-1809. (Former A. E. Reference Number 97-1810)

A. S. C. STOCK NUMBER: 5500272475

TYPE DESIGNATION: None.

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit.

BRITISH

AIR MINISTRY SPECIFICATION: None

AIR MINISTRY DRAWING NUMBER: A. G. S. 906B

TYPE DESIGNATION: None

BRITISH STORES REFERENCE NUMBER: 28C/5710

AMERICAN STORES REFERENCE NUMBER: 128/5710



COUPLING—METAL INNER SLEEVE

NAMES: Metal inner sleeve coupling
Inner sleeve coupling

Coupling, oxygen inner sleeve

DESCRIPTION: This metal inner sleeve coupling is used for making connections in the medium pressure portion of the British aircraft high pressure oxygen systems. It is provided with $\frac{1}{4}$ inch British straight external pipe threads (Whitworth form), for attachment to the outer sleeve coupling.

CHARACTERISTICS:

Material	aluminum alloy
Dimensions	approximately $\frac{17}{32}$ by $\frac{45}{64}$ inches
Weight	approximately $\frac{1}{32}$ pound

RELATIONSHIP OF PARTS: Used with:

Item	British Stores Reference Number	American Stores Reference Number	A. E. Reference Number
Metal outer sleeve coupling, and	28C/5722	128/5722	46-2520
Metal pipe collar coupling, and	28C/5698	128/5698	46-693
Metal pipe nipple coupling	28C/5704	128/5704	46-1807

ARMY

A. E. REFERENCE NUMBER: 46-2515

A. S. C. STOCK NUMBER: 5500272500

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit.

BRITISH

AIR MINISTRY SPECIFICATION: None

AIR MINISTRY DRAWING NUMBER: A. G. S. 905B

TYPE DESIGNATION: None

BRITISH STORES REFERENCE NUMBER: 28C/5716

AMERICAN STORES REFERENCE NUMBER: 128/5716



COUPLING—METAL OUTER SLEEVE

NAMES: Metal outer sleeve coupling
Outer sleeve coupling

Outer sleeve
Coupling—oxygen outer sleeve

DESCRIPTION: This metal outer sleeve coupling is used for making pipe connections, or joints, in tubing in the medium pressure portion of the British aircraft high pressure oxygen systems. It is provided with $\frac{1}{4}$ inch British straight internal pipe threads (Whitworth form) for attachment to the inner sleeve coupling.

CHARACTERISTICS:

Material aluminum alloy
Dimensions approximately $\frac{39}{64}$ by $\frac{53}{64}$ inches
Weight approximately $\frac{1}{32}$ pound

RELATIONSHIP OF PARTS: Used with:

Item	British Stores Reference Number	American Stores Reference Number	A. E. Reference Number
Metal inner sleeve coupling, and	28C/5716	128/5716	46-2515
Metal pipe collar coupling, and	28C/5698	128/5698	46-693
Metal nipple coupling adapter, and	28C/5710	128/5710	46-1809
Metal nipple coupling	28C/5704	128/5704	46-1807

ARMY

A. E. REFERENCE NUMBER: 46-2520. (Former A. E. Reference Number: 97-1880)

A. S. C. STOCK NUMBER: 5500272525

TYPE DESIGNATION: None.

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit.

BRITISH

AIR MINISTRY SPECIFICATION: None

AIR MINISTRY DRAWING NUMBER: A. G. S. 904B

TYPE DESIGNATION: None

BRITISH STORES REFERENCE NUMBER: 28C/5722

AMERICAN STORES REFERENCE NUMBER: 128/5722



CONNECTION — BLANKING

NAMES: Blanking connection

DESCRIPTION: This blanking connection is used in British aircraft high pressure oxygen systems. It is provided with $\frac{1}{4}$ inch British straight external pipe threads (Whitworth form), and screws into the appropriate union nut, Mark III, Mark IV, or Mark IV A, on the open end of the pipe to close the open pipe ends when a regulator or cylinder is removed.

CHARACTERISTICS:

Material.....brass
 Dimensions.....approximately $\frac{23}{32}$ by $\frac{3}{4}$ inches
 Weight.....approximately $\frac{1}{16}$ pound

RELATIONSHIP OF PARTS: Used with:

Item	British Stores Reference Number	American Stores Reference Number	A. E. Reference Number
Union nut, Mark III or Union nut, Mark IV or Union nut, Mark IV A	6D/40 6D/241 6D/487	106D/13 106D/15 106D/156	46-1820 46-1822 46-1823

ARMY

A. E. REFERENCE NUMBER: 46-695

TYPE DESIGNATION: None

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit.

BRITISH

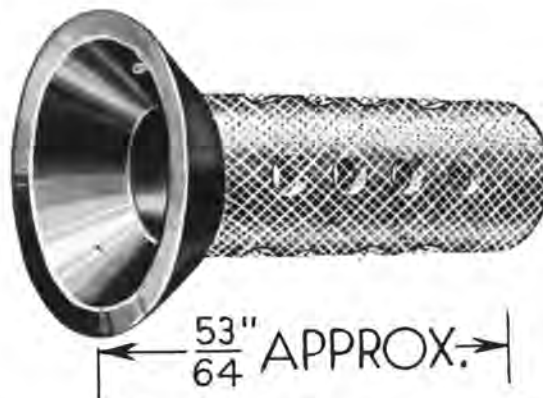
AIR MINISTRY SPECIFICATION: 0.76

AIR MINISTRY DRAWING NUMBER: Z7770

TYPE DESIGNATION: None

BRITISH STORES REFERENCE NUMBER: 6D/237

AMERICAN STORES REFERENCE NUMBER: 106D/138



FILTER—PIPE LINE OXYGEN

BRITISH MARK III A

NAMES: Pipe line oxygen filter

Filter—unit oxygen pipe line

DESCRIPTION: This pipe line oxygen filter Mark III A is used in British aircraft high pressure oxygen systems. It prevents the entrance of foreign matter into the pipe lines and vital parts of the oxygen system. It is a bell-mouthed, hollow, brass cylinder, closed at one end, and four sets of holes, each set consisting of four holes, are drilled along its length. It is covered by a cylinder of fine mesh copper gauze. Two filters are normally required for each airplane. The filter is inserted in a two-way or three-way piece, Mark III A, and is held in position in the coned end of the two-way piece by means of a standard union nut and nipple. It can also be inserted in the $\frac{1}{4}$ inch outside diameter line, where filtration is necessary.

CHARACTERISTICS:

Material	brass
Dimensions	approximately $\frac{3}{16}$ by $\frac{3}{8}$ by $\frac{53}{64}$ inches
Weight	approximately $\frac{1}{8}$ pound

RELATIONSHIP OF PARTS: Used with:

Item	British Stores Reference Number	American Stores Reference Numr	A. E. Reference Number
Two-way piece, Mark III A or	6D/575	106D/162	46-1830
Three-way piece, Mark III A	6D/603	106D/169	46-1833

ARMY

A. E. REFERENCE NUMBER: 46-1345
 TYPE DESIGNATION: British Mark III A
 A. S. C. STOCK NUMBER: 5500391300
 PRODUCTION STATUS: Under procurement.
 SHIPPING DATA: Shipped as a complete unit.

BRITISH

AIR MINISTRY SPECIFICATION: 0.76
 AIR MINISTRY DRAWING NUMBER: W8094
 BRITISH AIR MINISTRY: S. I. S. 2605
 TYPE DESIGNATION: Mark III A
 BRITISH STORES REFERENCE NUMBER: 6D/574
 AMERICAN STORES REFERENCE NUMBER: 106D/161



BUSHING — RUBBER

BRITISH MARK I

NAMES: Rubber bushing
Rubber ring, Mark I
Rubber bush

Union—oxygen low pressure rubber ring,
Mark I

DESCRIPTION: This rubber bushing, Mark I, is used as a cushion or gasket in conjunction with a union nut, Mark I, in the low pressure portion of the British aircraft high pressure oxygen system.

CHARACTERISTICS:

Material	rubber
Dimensions	approximately $\frac{7}{16}$ by $\frac{1}{4}$ inch
Weight	approximately $\frac{1}{32}$ pound

RELATIONSHIP OF PARTS: Used with: Union nut, Mark I, British Stores Reference Number 28C/5108, American Stores Reference Number 128/5108, A. E. Reference Number 46-1819.

ARMY

A. E. REFERENCE NUMBER: 46-2425. (Former A. E. Reference Number: 97-9470)

TYPE DESIGNATION: British Mark I

A. S. C. STOCK NUMBER: 5500931242

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit.

BRITISH

AIR MINISTRY SPECIFICATION: None

AIR MINISTRY DRAWING NUMBER: A. G. S. 838-5

TYPE DESIGNATION: Mark I

BRITISH STORES REFERENCE NUMBER: 28C/5109

AMERICAN STORES REFERENCE NUMBER: 128/5109



ADAPTERS—OXYGEN EQUIPMENT

Owing to the difference in thread standards and to insure that Army, Navy, and British type oxygen equipment installed in any airplane may be serviced by either Army, Navy, or British oxygen supply equipment, adapters, provided with corresponding threads, have been designed and are now available.

THESE ADAPTERS CONSIST OF THREE MAJOR TYPES:

Plain (slip-in-fit) Adapters for Low Pressure Oxygen Filler Valves.

Union Adapters.

Union Coupling Adapters.

ADAPTERS—PLAIN (SLIP-IN-FIT TYPE)

The plain (slip-in-fit) adapters are used to recharge low pressure oxygen equipment from Army, Navy or British sources of supply. They are made of steel. One end is threaded to conform to the type of thread that is provided on the supply outlet, the opposite end is tapered to slip easily into the low pressure filler valve (A. E. Reference Number 46-2900).

ADAPTERS—UNION

These union type adapters are used to recharge high pressure oxygen equipment from Army, Navy, or British sources of supply. They are made of brass, and are provided with a gasket in the female ends to insure a snug fit. Both ends are threaded to conform to the type of thread that is provided on the high pressure oxygen supply system.

ADAPTERS—UNION COUPLING

The union coupling adapters are used to recharge high pressure oxygen equipment from Army, Navy, or British sources of supply. They are made of brass. One end is provided with a swivel nut, which is attached to the oxygen inlet system. The opposite end is threaded to conform to the type of thread provided on the oxygen supply outlet.

Owing to thread confusion, several union and union coupling adapters have been removed and replaced by AN standard adapters. They are as follows:

A. E. Reference Number	Army Drawing Number	Nomenclature	Superseded by	Nomenclature	A. E. Reference Number
46-450	42A6888	British to Army Oxygen Union Adapter	AN6006-1	British to Army or Navy Oxygen Supply Union Coupling Adapter	46-400
46-350	42A6898	Army to Navy Oxygen Union Adapter	AN6007-1	Navy to Army Oxygen Supply Union Adapter	46-600
46-550	42A6891	British to Navy Oxygen Union Adapter	AN6006-1	British to Army or Navy Oxygen Supply Union Coupling Adapter	46-400
46-500	42A6886	British to Navy Oxygen Coupling Adapter	AN6006-1	British to Army or Navy Oxygen Supply Union Coupling Adapter	46-400
46-300	42A6893	Army to British Oxygen Union Adapter	AN6005-1	Army or Navy to British Oxygen Supply Union Adapter	46-650



ADAPTER—LOW PRESSURE OXYGEN FILLER VALVE

AN6027-1

NAMES: Low pressure oxygen filler valve adapter
Adapter—oxygen filler valve

Oxygen filler valve adapter
Filler valve adapter

DESCRIPTION: This low pressure oxygen filler valve adapter is used to recharge low pressure oxygen cylinders installed in aircraft from an Army oxygen supply. One end has a $\frac{1}{4}$ inch standard pipe thread, which connects to the oxygen supply line. The opposite end is tapered for rapid connection (slip-in-fit) into the filler valve installed in the airplane.

CHARACTERISTICS:

Materials. steel
Dimensions. approximately $\frac{9}{16}$ by $1\frac{3}{4}$ inches
Weight. approximately $\frac{1}{16}$ pound

RELATIONSHIP OF PARTS: Used with:

Low pressure oxygen filler valve, part number AN6024-3, A. E. Reference Number 46-2900.

ARMY

A. E. REFERENCE NUMBER: 46-685

AN DRAWING NUMBER: AN6027

AN PART NUMBER: AN 6027-1

ARMY DRAWING NUMBER: 40A8475

A. S. C. STOCK NUMBER: 5500027625 (AN Part Number) 5500035200 (Army Part Number)

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit.



ADAPTER—ARMY LOW PRESSURE TO NAVY OXYGEN SUPPLY

ARMY DRAWING NUMBER 42A7543

NAMES: Army low pressure to Navy oxygen supply adapter	Filler valve adapter
Adapter—Army to Navy low pressure oxygen	Low pressure oxygen filler valve adapter
Oxygen filler valve adapter	

DESCRIPTION: This low pressure oxygen adapter is used to recharge low pressure oxygen cylinders installed in airplanes from a Navy type oxygen supply. The male end has a $\frac{29}{32}$ -14 NS-3 thread which connects to the Navy type oxygen supply line. The opposite end is tapered for rapid connection (slip-in-fit) into the filler valve installed in the airplane.

CHARACTERISTICS:

Material	steel
Dimensions	approximately $\frac{15}{16}$ by $2\frac{1}{8}$ inches
Weight	approximately $\frac{1}{4}$ pound

RELATIONSHIP OF PARTS: Used with:

Low pressure oxygen filler valve, part number AN 6024-3, A. E. Reference Number 46-2900.

ARMY

A. E. REFERENCE NUMBER: 46-250
 ARMY DRAWING NUMBER: 42A7543
 A. S. C. STOCK NUMBER: 5500006100
 TECHNICAL ORDER NUMBER: 03-50-10
 PRODUCTION STATUS: Under procurement.
 SHIPPING DATA: Shipped as a complete unit.

NAVY

PROCUREMENT STATUS: Under procurement.



ADAPTER—ARMY LOW PRESSURE TO BRITISH OXYGEN SUPPLY

ARMY DRAWING NUMBER 42A6950

NAMES: Army low pressure to British oxygen supply adapter
Adapter, Army to British low pressure oxygen

Oxygen filler valve adapter
Low pressure oxygen adapter

DESCRIPTION: This low pressure oxygen adapter is used to recharge low pressure oxygen cylinders installed in aircraft from a British type oxygen supply. One end has a standard $\frac{1}{4}$ inch British straight external pipe thread (Whitworth form), which connects to the British oxygen supply line. The opposite end is tapered for rapid connection (slip-in-fit) into the filler valve installed in the airplane.

CHARACTERISTICS:

Material steel
Finish zinc or cadmium plate
Dimensions approximately $\frac{9}{16}$ by $1\frac{15}{16}$ inches
Weight approximately $\frac{1}{16}$ pound

RELATIONSHIP OF PARTS: Used with:

Low pressure oxygen filler valve, part number AN6024-3, A. E. Reference Number 46-2900.

ARMY

A. E. REFERENCE NUMBER: 46-200

ARMY DRAWING NUMBER: 42A6950

A. S. C. STOCK NUMBER: 5500006050

TECHNICAL ORDER NUMBER: 03-50-10

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit.

ALL MODELS BELOW ARE INTERCHANGEABLE
Models are used in services as noted in column 4
A-Army, N-Navy, B-British, C-Commercial

Manufacturer	Manufacturer's Model Identification	Manufacturer's Drawing Number	Used By	Air Service Command Stock Number	Army Technical Order Number	American Stores Reference Number
Bastian-Blessing Co.	None	None	A-B	5500006050	03-50-10	106D/197
A. Schrader's Son	None	2237	A-B	5500006050	03-50-10	106D/197



ADAPTER—NAVY TO ARMY OXYGEN SUPPLY UNION

AN6007-1

NAMES: Navy to Army oxygen supply union adapter Oxygen—union adapter
Adapter assembly—Navy to Army oxygen union High pressure oxygen union adapter

DESCRIPTION: This high pressure oxygen union adapter is used to recharge Navy type high pressure oxygen cylinders from an Army type high pressure oxygen supply, or Army high pressure oxygen cylinders from a Navy high pressure supply. The male end has a 0.903-14 NS-3 thread; the female end has a $\frac{29}{32}$ -14 NS-3 thread. By using these thread sizes, this union adapter is interchangeable with all combinations of Army and Navy high pressure oxygen cylinders and charging supply equipment.

CHARACTERISTICS:

Material.....brass
Dimensions.....approximately $1\frac{1}{8}$ by $1\frac{7}{16}$ inches
Weight.....approximately $\frac{1}{4}$ pound

RELATIONSHIP OF PARTS: Used with:

High pressure oxygen filler valve, part number AN 6013-1, A. E. Reference Number 46-2950

ARMY

A. E. REFERENCE NUMBER: 46-600

AN DRAWING NUMBER: AN6007

AN PART NUMBER: AN6007-1

ARMY DRAWING NUMBER: 42A6900

A. S. C. STOCK NUMBERS: 5500076000, (AN Part Number) 5500006850 (Army Part Number)

TECHNICAL ORDER NUMBER: 03-50-10

PRODUCTION STATUS: Under procurement. Supersedes Army to Navy oxygen union adapter, 42A6898.

SHIPPING DATA: Shipped as a complete unit including rubber gasket.

NAVY

PROCUREMENT STATUS: Under procurement.



ADAPTER—ARMY OR NAVY TO BRITISH OXYGEN SUPPLY UNION

AN6005-1

NAVY—SEE BELOW

NAMES: Army or Navy to British oxygen supply union adapter
Oxygen supply union adapter

Adapter—Army or Navy to British oxygen union
Adapter assembly—Navy to British oxygen union

DESCRIPTION: This Army or Navy to British oxygen supply union adapter is used to recharge Army or Navy high pressure oxygen cylinders from a British high pressure oxygen supply. The male end has a standard $\frac{1}{4}$ inch British straight pipe thread (Whitworth form), which connects to the British supply line. The female end has a $\frac{29}{32}$ -14 NS-3 thread which connects to the Army or Navy oxygen inlet system.

CHARACTERISTICS:

Material.....	brass
Dimensions.....	approximately $1\frac{1}{8}$ by $1\frac{1}{2}$ inches
Weight.....	approximately $\frac{3}{16}$ pound

RELATIONSHIP OF PARTS: Used with:

High pressure filler valve, part number AN6013-1, A. E. Reference Number 46-2950

ARMY

A. E. REFERENCE NUMBER: 46-650

AN DRAWING NUMBER: AN6005

AN PART NUMBER: AN6005-1

ARMY DRAWING NUMBER: 42A6896 (Superseded)

A. S. C. STOCK NUMBER: 5500005900

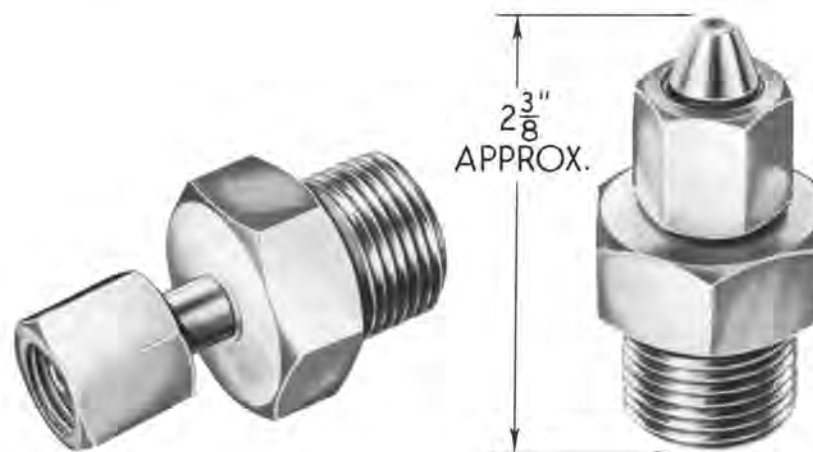
TECHNICAL ORDER NUMBER: 03-50-10

PRODUCTION STATUS: Under procurement. This union adapter supersedes the Army to British supply union adapter, drawing number 42A6893.

SHIPPING DATA: Shipped either as a complete unit including rubber gasket or attached to high pressure filler valve by means of a six inch chain.

NAVY

PROCUREMENT STATUS: Under procurement.



ADAPTER—BRITISH TO ARMY OR NAVY OXYGEN SUPPLY UNION COUPLING

AN6006-1

NAVY—SEE BELOW

NAMES: British to Army or Navy oxygen supply union coupling adapter
 Adapter—British to Army or Navy oxygen supply union
 Adapter assembly—British to Army or Navy oxygen coupling
 Adapter assembly—British to Army oxygen coupling
 Oxygen supply union coupling adapter
 High pressure oxygen union coupling adapter

DESCRIPTION: This high pressure oxygen union coupling adapter is used to recharge British high pressure oxygen cylinders from Army or Navy type oxygen supply. The coupling nut has $\frac{1}{4}$ inch British internal straight pipe thread (Whitworth form), which connects to either the refiller line valve, when cylinders are permanently manifolded, or to the cylinder valve, when cylinders are removed for recharging. The opposite end has 0.093-14 NS-3 external threads which connect to the Army or Navy oxygen supply.

CHARACTERISTICS:

Material.....brass
 Dimensions.....approximately $1\frac{1}{8}$ by $2\frac{3}{8}$ inches
 Weight.....approximately $\frac{5}{16}$ pound

RELATIONSHIP OF PARTS: Used with:

High pressure line or filler valve, American stores reference number 106D/6 or British stores reference number 6D/223, A. E. Reference Number 46-2880, and cut-off valve, American stores reference number 106D/54 or British stores reference number 6D/264, A. E. Reference Number 46-2877.

ARMY

A. E. REFERENCE NUMBER: 46-400

AN DRAWING NUMBER: AN6006

AN PART NUMBER: AN6006-1

ARMY DRAWING NUMBER: 42A6883 (Superseded)

A. S. C. STOCK NUMBERS: 5500007300, 5500006650

TECHNICAL ORDER NUMBER: 03-50-10

PRODUCTION STATUS: Under procurement. Supersedes British to Army oxygen adapter, drawing number 42A6888; British to Navy oxygen coupling adapter, drawing number 42A6886; British to Navy oxygen union adapter, drawing number 42A6891.

SHIPPING DATA: Shipped as a complete unit.

NAVY

PROCUREMENT STATUS: Under procurement.












**OXYGEN EQUIPMENT
MISCELLANEOUS EQUIPMENT**

**GUIDE**

to

Section Two**Volume Three****Miscellaneous Equipment**

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45-3643	" "	Marker—fluorescent		Not catalogued
45-3644	" "	Paddles—glove type—pair		Not catalogued
45-3645	" "	Stoppers—leak		Not catalogued
45-3646	" "	Valise—C/W—container and drogue		Not catalogued
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AXE—EMERGENCY HAND

ARMY DRAWING NUMBER 42D8331

NAMES: Emergency hand axe
Crash axe
Axe—Fire, F. B. L. (British)
Fireman's axe
Fireman's small axe
Fireman's hand axe

DESCRIPTION: This is similar to a fireman's hand axe. It consists of a steel head and a plastic handle which is a non-conductor of electricity up to 2000 volts.

The emergency hand axe is mounted on brackets in the airplane cabin. In the event of a crash, it is used by the pilot to chop his way out of the airplane. This type is used on large airplanes.

CHARACTERISTICS:

Weight..... $2\frac{5}{8}$ pounds
Length..... $15\frac{5}{8}$ inches

ARMY

A. E. REFERENCE NUMBER: 45-100
A. A. F. DRAWING NUMBER: 42D8331
A. S. C. STOCK NUMBER: 4500-043000
PRODUCTION STATUS: Under procurement.
SHIPPING DATA: Shipped as a single unit.

NAVY

There is no Navy equivalent for this item.

BRITISH

BRITISH REFERENCE NUMBER: 27N/1



AXE—EMERGENCY HAND

MANUFACTURER'S DRAWING NUMBER 680

NAMES: Emergency hand axe
Official Boy Scout axe
One pound, 14 inch axe
Small axe
Small hand axe

DESCRIPTION: This axe is better known by its commercial name, Official Boy Scout axe. It consists of a steel head and a wood handle.

The emergency hand axe is mounted on brackets in the airplane cabin. In the event of a crash, it is used by the pilot to chop his way out of the airplane. This type is used on light airplanes.

CHARACTERISTICS:

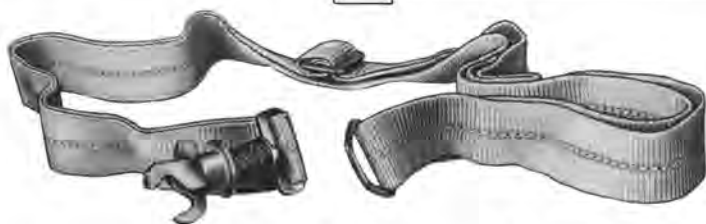
Weight..... $1\frac{11}{16}$ pounds
Length.....14 inches

ARMY

A. E. REFERENCE NUMBER: 45-150
MANUFACTURER'S DRAWING NUMBER:
Fayette R. Plumb, Incorporated 680
A. S. C. STOCK NUMBER: 4500-043100
PRODUCTION STATUS: Under procurement.
SHIPPING DATA: Shipped as a unit.

NAVY

There is no Navy equivalent for this item.



BELT—GUNNER'S SAFETY

ARMY TYPE A-3

NAMES: Gunner's belt
 Gunner's safety belt
 Safety belt

DESCRIPTION: The type A-3 gunner's safety belt is made of cotton webbing reinforced with nylon thread. The hardware is made of non-magnetic, heat-treated steel.

The belt is used by a gunner operating in a standing position. It forms a loop which runs through the gunner's parachute harness and around a length of pipe fastened to the floor of the airplane in front of the gunner.

CHARACTERISTICS:

Weight.....	approximately 1 pound
Width.....	approximately 1¾ inches
Length.....	adjustable

ARMY

A. E. REFERENCE NUMBER: 45-1700

SPECIFICATIONS:

Detail.....	94-3036-A
Superseded.....	94-3036

A. A. F. DRAWING NUMBER: 30-1334

TYPE DESIGNATION: A-3

A. S. C. STOCK NUMBER: 4500-060000

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a single unit.



NAVY

There is no Navy equivalent for this item.

BRITISH

BRITISH REFERENCE NUMBER: 106F/5



BELT—GUNNER'S SAFETY

ARMY TYPE A-4

NAMES: Gunner's belt Turret gunner's safety belt
 Gunner's safety belt Safety belt
 Turret gunner's belt

DESCRIPTION: The type A-4 gunner's safety belt is a wide belt made of heavy cotton webbing. The hardware is of heat-treated steel.

The belt is used to prevent a gunner in a ball turret from falling through the turret door if it should open or be shot away. It is suspended across and bolted on both sides of the turret door.

CHARACTERISTICS:

Weight.....	approximately 1 pound
Width.....	approximately 3 inches
Length.....	approximately 27 inches

ARMY

A. E. REFERENCE NUMBER: 45-1750

SPECIFICATIONS:

Detail.....	94-3139
Superseded.....	3139

SPECIFICATIONS:

Detail.....	94-3139
Superseded.....	3139

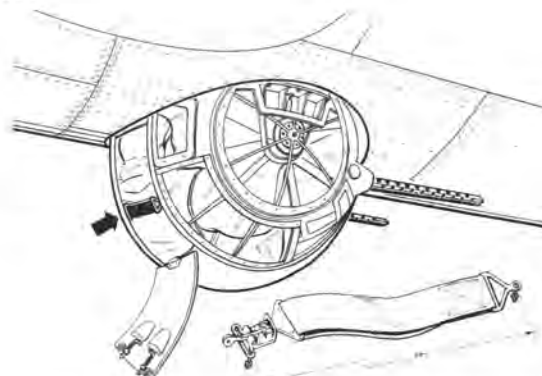
A. A. F. DRAWING NUMBER: 43B10547

TYPE DESIGNATION: A-4

A. S. C. STOCK NUMBER: 4500-060050

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a single unit.



NAVY

There is no Navy equivalent for this item.

BRITISH

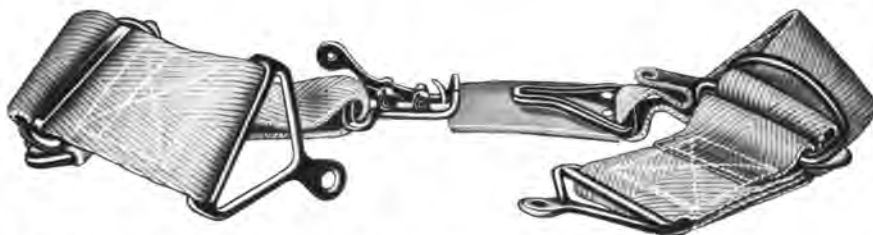
BRITISH REFERENCE NUMBER: 106F/30



BELT—PILOT'S SAFETY

NAMES: Pilot's safety belt

Safety belt



ARMY TYPE B-11

NAVY—SEE BELOW

DESCRIPTION: The Army type B-11 pilot's safety belt is made of heavy cotton webbing. The hardware is of heat-treated steel.

The belt is bolted to both sides of the pilot's seat. It is adjustable to fit over his lap and prevents him from being thrown from his seat during maneuvers.

NOTE: The type B-11 belt is identical with the B-13 belt, A. E. Reference Number 45-2400, except that the hardware on the B-13 is non-magnetic. The B-13 belt can be used in place of the B-11 belt.

CHARACTERISTICS:

Weight approximately 3 pounds 1 ounce
Width approximately 3 inches
Length adjustable to approximately 61 inches

RELATIONSHIP OF PARTS: The type B-11 safety belt is usually used in conjunction with shoulder strap, Army Drawing Number 42G4027, A. E. Reference Number 45-9425. Drawing AN7507 has been set up for this combination of safety belt and shoulder strap.

ARMY

A. E. REFERENCE NUMBER: 45-2300

SPECIFICATIONS:

Detail 94-3067
Superseded 3067-A

A. A. F. DRAWING NUMBER: 34G1646

TYPE DESIGNATION: B-11

A. S. C. STOCK NUMBER: 4500-064000

PRODUCTION STATUS: Under procurement. The type B-11 safety belt supersedes the type B-10 belt which has obsolete hardware and belt design.

SHIPPING DATA: Shipped as a complete unit.

NAVY

A. S. O. STOCK NUMBER: R37-B-2785

PROCUREMENT STATUS: Under procurement.

BRITISH

BRITISH REFERENCE NUMBER: 106F 22

ARMY TYPE B-13

DESCRIPTION: The type B-13 pilot's safety belt is made of cotton webbing. The hardware is of non-magnetic heat-treated steel.

The belt is bolted to both sides of the pilot's seat. It is adjustable to fit over his lap and prevents him from being thrown from his seat during maneuvers.

NOTE: The B-13 is identical with the B-11 belt, A. E. Reference Number 45-2300, except that the B-11 does not have non-magnetic hardware. The type B-11 belt may replace the type B-13 belt only in installations where magnetism is not a factor.

CHARACTERISTICS:

Weight approximately 3 pounds 1 ounce
Width approximately 3 inches
Length adjustable to approximately 61 inches

RELATIONSHIP OF PARTS: The B-13 safety belt is usually used with shoulder strap, Army Drawing Number 41G8725, A. E. Reference Number 45-9400.

ARMY

A. E. REFERENCE NUMBER: 45-2400

SPECIFICATIONS:

Detail 94-40372
Superseded 40372

A. A. F. DRAWING NUMBER: 42G4019

TYPE DESIGNATION: B-13

PRODUCTION STATUS: Under procurement. The B-13 safety belt supersedes the B-10 belt which has obsolete hardware and belt design.

SHIPPING DATA: Shipped as a complete unit.

NAVY

There is no Navy equivalent for this item.

BRITISH

BRITISH REFERENCE NUMBER: 106F 31



ARMY TYPE B-10

DESCRIPTION: The Army type B-10 pilot's safety belt is made of heavy cotton webbing. The hardware is of non-magnetic heat-treated steel.

The belt attaches to both sides of pilot's seat. It is adjustable to fit over his lap and prevents the pilot from being thrown from his seat during maneuvers.

CHARACTERISTICS:

Weight approximately 4 1/4 pounds
Width approximately 5 inches
Length approximately 54 inches

ARMY

A. E. REFERENCE NUMBER: 45-2000

SPECIFICATIONS:

Detail 94-3038
Superseded 3038

A. A. F. DRAWING NUMBER: 32G295

TYPE DESIGNATION: B-10

A. S. C. STOCK NUMBER: 4500-062000

PRODUCTION STATUS: The Army type B-10 safety belt is no longer being procured. It has been superseded by the type B-11 belt, A. E. Reference Number 45-2300, and the type B-13 belt, A. E. Reference Number 45-2400, because of their superior hardware and improved belt design.

NAVY

There is no Navy equivalent for this item.

BRITISH

BRITISH REFERENCE NUMBER: 106F 4



STRAP — SAFETY BELT SHOULDER

NAMES: Pilot's safety type shoulder belt
Pilot's shoulder strap
Safety belt shoulder strap

Safety shoulder strap
Shoulder strap

ARMY DRAWING NUMBER 41G8725

DESCRIPTION: This shoulder strap is made of cotton webbing reinforced with nylon thread. The hardware is of non-magnetic heat-treated steel.

The strap fits over the pilot's shoulders. One end is bolted to the back of the pilot's seat, and the other end consists of two suspender-like belts which fit over the pilot's shoulders and have metal loops which fit into the catch of the safety belt. The shoulder strap is designed to give the pilot mobility and still prevent him from striking the instrument panel in the event of a crash.

NOTE: This shoulder strap is identical with the strap made under the Army Drawing Number 42G4027, A. E. Reference Number 45-9425, except that the latter does not have non-magnetic hardware.

CHARACTERISTICS:

Weight . . . approximately 1 pound 2 ounces

Width . . . approximately 1 3/4 inches

Length . . . approximately 40 inches

RELATIONSHIP OF PARTS: This shoulder strap is always used in conjunction with the B-13 safety belt, A. E. Reference Number 45-2400.

ARMY

A. E. REFERENCE NUMBER: 45-9400
A. A. F. DRAWING NUMBER: 41G8725
A. S. C. STOCK NUMBER: 4500-865060
PRODUCTION STATUS: Under procurement.
SHIPPING DATA: Shipped as a complete unit.

NAVY

There is no Navy equivalent for this item.

BRITISH

BRITISH REFERENCE NUMBER: 106F/33

ARMY DRAWING NUMBER 42G4027

DESCRIPTION: This shoulder strap is made of cotton webbing reinforced with nylon thread. The hardware is of heat-treated steel.

The strap fits over the pilot's shoulders. One end is bolted to the back of the pilot's seat, the other end consists of two suspender-like belts which fit over each shoulder, and have two metal loops which fit into the catch on the safety belt. The shoulder strap is designed to give the pilot mobility and still prevent him from being thrown against the instrument panel in the event of a crash.

NOTE: This shoulder strap is identical with the strap made under Army Drawing Number 41G-8725, A. E. Reference Number 45-9400, except that the latter has non-magnetic hardware.

CHARACTERISTICS:

Weight . . . approximately 1 pound 2 ounces

Width . . . approximately 1 3/4 inches

Length . . . approximately 40 inches

RELATIONSHIP OF PARTS: This shoulder strap is always used in conjunction with the B-11 safety belt, A. E. Reference Number 45-2300. Drawing AN7507 has been set up for this combination of safety belt and shoulder strap.

ARMY

A. E. REFERENCE NUMBER: 45-9425
A. A. F. DRAWING NUMBER: 42G4027
A. S. C. STOCK NUMBER: 4500-865400
PRODUCTION STATUS: Under procurement.
SHIPPING DATA: Shipped as a complete unit.

NAVY

There is no Navy equivalent for this item.

BRITISH

BRITISH REFERENCE NUMBER: 106F/32



COMPUTER—AERIAL DEAD RECKONING

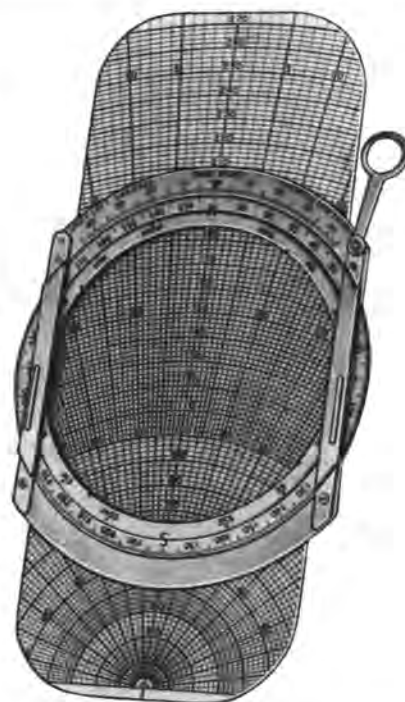
AN5835-1 FORMER ARMY TYPE E-6B FORMER NAVY TYPE AN1

NAMES: Aerial dead reckoning computer
Computer assembly—aerial dead reckoning
Dead reckoning computer
Computer—navigational—dead reckoning (Navy)
Calculator—dead reckoning

DESCRIPTION: The dead reckoning computer is designed to simplify navigational calculations. When known factors are applied to the computer, it is possible to obtain corrected air speed, altitude, and drift computations. It also has a circular slide rule equipped with a means for plotting the true compass direction on a flight, eliminating the use of the triangulation method.

The face of the computer consists of a plotting disc framed by a graduated compass rose. The plotting disc is made of transparent plastic material on which pencil lines may be drawn and erased. A slide imprinted with lines indicating speed and drift variations may be moved back and forth under the plotting disc.

The back of the computer is a plastic circular slide rule for speed-time-distance computations, with additional scales for airspeed and altitude corrections.



CHARACTERISTICS:

Markings.....	luminescent material
Weight.....	approximately $\frac{1}{4}$ pound
Dimensions of slide.....	approximately $9\frac{1}{2}$ by $3\frac{7}{8}$ inches
Overall diameter of computer.....	approximately $5\frac{3}{4}$ inches

ARMY

A. E. REFERENCE NUMBER: 45-3550

SPECIFICATIONS:

Detail.....	AN-C-74a
Superseded.....	94-27892

AN DRAWING NUMBER: AN5835

AN PART NUMBER: AN5835-1

TYPE DESIGNATION: Former Type E-6B

A. S. C. STOCK NUMBER: Refer to column 5 of the chart.

TECHNICAL ORDER NUMBER: Refer to column 6 of the chart.

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit.

NAVY

TYPE DESIGNATION: AN5835-1 (former Navy type AN1)

SPECIFICATIONS:

Detail.....	AN-C-74a
Superseded.....	AN-C-74

AN DRAWING NUMBER: AN5835

F. S. S. C. NUMBER: 88C1120

PROCUREMENT STATUS: Under procurement.

Models are used in services as noted in column 4
A-Army, N-Navy, B-British, C-Commercial

Manufacturer	Manufacturer's Part Number	Manufacturer's Drawing Number	Used By	Air Service Command Stock Number	Army Technical Order Number	British Reference Number	Remarks
J. B. Carroll Co.	100	100	A-N-B	6200079748	05-35-9	106B/9	
The Star Watch Case Co.	E-6B-100	E-6B-100	A-N-B	6200079740	05-35-9	106B/9	
Cruver Manufacturing Co.	1150	1150	A-N-B	6200079775	05-35-9	106B/9	Metal computer
	1140	1140	A-N-B	6200079755	05-35-9	106B/9	Plastic computer
Stanley Manufacturing Co.	118	118	A-N-B	6200079785	05-35-9	106B/9	
General Luminescent Corp.	1811	1811	A-N-B	6200079788	05-35-9	106B/9	
G. Felsenthal & Sons	FAA-4	FAA-4	A-N-B		05-35-9	106B/9	Brass computer
	FAA-8	FAA-8	A-N-B	6200079745	05-35-9	106B/9	Plastic computer



HOLDER—BOMBARDIER'S INSTRUMENT CALIBRATION CARD

40D8435

NAMES: Bombardier's instrument calibration card holder
Bombardier's correction card holder

DESCRIPTION: This holder is made by stitching a transparent plastic sheet to a black imitation leather backing. It is held in place in the airplane by six clips which are inserted into openings in the back of the holder.

It is used to hold four bombardier's correction cards, each of which fits into a separate section formed by stitching which runs down the face of the holder. Each section has a thumb-shaped cut-out at the top, for easy removal of the cards.

CHARACTERISTICS:

Height.....approximately 6 $\frac{1}{4}$ inches
Width.....approximately 10 $\frac{7}{8}$ inches
Weight.....approximately 3 ounces

RELATIONSHIP OF PARTS: Used with bombardier's instrument calibration cards:

Altimeter scale correction card.....A. E. Reference Number 45-3310
Altimeter static pressure correction card.....A. E. Reference Number 45-3311
Airspeed correction card.....A. E. Reference Number 45-3312
Thermometer and temperature correction card.....A. E. Reference Number 45-3318

ARMY

A. E. REFERENCE NUMBER: 45-7375
A. A. F. DRAWING NUMBER: 40D8435
MANUFACTURER'S DESIGNATION: Burkhardt R-120-X
A. S. C. STOCK NUMBER: 4500-495400
PRODUCTION STATUS: Under procurement.
SHIPPING DATA: Shipped complete with mounting clips.

NAVY

There is no Navy equivalent for this item.

HOLDER—CORRECTION CARD

ARMY TYPE A-1

NAME: Correction card holder

DESCRIPTION: This holder is made by stitching a transparent plastic sheet to an imitation leather backing. It is held in place in the airplane by two clips which are inserted into openings in the back of the holder.

It is used to hold a pilot's correction card. A thumb-shaped cutout at the top of the holder permits easy removal of the card.

CHARACTERISTICS:

Height.....approximately 3 $\frac{3}{8}$ inches
Width.....approximately 2 $\frac{3}{8}$ inches
Weight.....approximately 1 ounce

RELATIONSHIP OF PARTS: Used with:

Airspeed calibration card.....A. E. Reference Number 45-3300
Pilot's compass correction card.....A. E. Reference Number 45-3350



ARMY

A. E. REFERENCE NUMBER: 45-7390
A. A. F. DRAWING NUMBER: 42B10930 which supersedes drawing 074837
TYPE DESIGNATION: A-1 Burkhardt type R-121-X
A. S. C. STOCK NUMBER: 4500-495400
PRODUCTION STATUS: Under procurement.
SHIPPING DATA: Shipped complete with mounting clips.

NAVY

There is no Navy equivalent for this item.



FORM—FLIGHT REPORT

A. A. F. FORMS 1 AND 1A

NAME: Flight report form

DESCRIPTION: This is a book of printed forms for pilots to report forced landings. Two forms are combined in a single book:

A. A. F. Form 1. Report of forced landings due to weather or other conditions not resulting from failures or defects in the airplane.

A. A. F. Form 1A. Report of forced landings resulting from failures or defects in the airplane.

The forms are also used for recording inspections and service received by the airplane.

CHARACTERISTICS:

Height.....approximately 8 inches

Width.....approximately 11 inches

Weight.....approximately 6 ounces

RELATIONSHIP OF PARTS:

Used with flight report form holder, A. E.
Reference Number 45-7300.

ARMY

A. E. REFERENCE NUMBER: 45-6900

TYPE DESIGNATION: A. A. F. Forms 1 and 1A

PRODUCTION STATUS: Printed by the Maintenance Data section of Air Service Command.

SHIPPING DATA: Shipped as a bound book of forms.

NAVY

There is no Navy equivalent for this item.



HOLDER—FLIGHT REPORT FORM

ARMY TYPE A2

NAME: Flight report form holder

DESCRIPTION: The holder is made of wood and plywood and is screwed in any convenient place in the cabin or cockpit. It is used to hold the book containing Army flight report forms 1 and 1A. A hinged metal cap at the top of the holder keeps the book in place during flight.

CHARACTERISTICS:

Height.....approximately 12 inches

Width.....approximately 9 $\frac{3}{8}$ inches

Weight.....approximately 12 ounces

RELATIONSHIP OF PARTS:

Used with flight report forms 1 and 1A, A. E.
Reference Number 45-6900.

ARMY

A. E. REFERENCE NUMBER: 45-7300

A. A. F. DRAWING NUMBER: 0161366

TYPE DESIGNATION: A-2

A. S. C. STOCK NUMBER: 4500-488000

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit.

NAVY

There is no Navy equivalent for this item.



HOLDER—AIRPLANE CHECK LIST

ARMY PART NUMBER 39D3922

NAVY—SEE BELOW

NAMES: Airplane check list holder
Airplane check list holder assembly

DESCRIPTION: The airplane check list holder is used to hold a sheet which contains a list of items to be checked by the pilot before take-off.

This holder is made of two transparent plastic sheets stapled together on three sides and open at the top. It is equipped with a webbed strap which passes through a slot at the top. The strap is fitted with a hook and eye so that the holder may be suspended in the cabin.

CHARACTERISTICS:

Height.....approximately 9 inches
Width.....approximately 5 $\frac{7}{8}$ inches
Weight.....approximately 3 ounces

ARMY

A. E. REFERENCE NUMBER: 45-7200

A. A. F. DRAWING NUMBER: 39D3922

A. S. C. STOCK NUMBER: 4500-492000

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit.

NAVY

PROCUREMENT STATUS: Under procurement.



CASE—AIRCRAFT DATA

ARMY PART NUMBER 36G2873

NAVY—SEE BELOW

NAMES: Aircraft data case Data case

DESCRIPTION: Flight data and charts are kept in an aircraft data case which is mounted in the cabin or cockpit of an airplane. The case, formerly made of aluminum and plastic materials, is now made of plywood. The case has a hinged cover which can be snapped shut.

CHARACTERISTICS:

Height.....approximately 10 inches
Width.....approximately 12 inches
Depth.....approximately 2 $\frac{1}{2}$ inches
Weight.....approximately 1 $\frac{1}{2}$ pounds

ARMY

A. E. REFERENCE NUMBER: 45-3360

A. A. F. DRAWING NUMBER: 36G2873

A. S. C. STOCK NUMBER: 4500-188000

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit.

NAVY

PROCUREMENT STATUS: Under procurement.

**DOMES—NAVIGATOR'S OBSERVING**

ARMY SPEC. 33001

NAVY SPEC. D-29

NAMES: Navigator's observing dome

Astro dome

Navigator's astro dome

Navigator's dome

Observing dome

DESCRIPTION: The navigator's observing dome is made of molded sheet plexiglas and is equipped with a flange having twelve bolt holes for mounting on the roof of an airplane above the navigator's compartment. The center of the dome is fitted with a bolt used to support a sextant. The navigator mounts the sextant on the suspension bolt only when taking an observation.

CHARACTERISTICS:

Diameter..... approximately 22 inches

Height..... approximately 6 inches

Weight..... approximately 5 pounds

ARMY

A. E. REFERENCE NUMBER: 45-3650

SPECIFICATIONS:

Detail..... 33001

A. A. F. DRAWING NUMBER: S43G16629

A. S. C. STOCK NUMBER: 4500-373000

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a single unit.

NAVY

SPECIFICATIONS:

Detail..... N. A. S. D-29

F. S. S. C. STOCK NUMBER: 88-D-200

PROCUREMENT STATUS: Under procurement.

BRITISH

BRITISH REFERENCE NUMBER: 106B/15

**DOMES—NAVIGATOR'S OBSERVING**

AN5845-1

NAMES: Navigator's observing dome

Astro dome

Navigator's dome

Observing dome

DESCRIPTION: The navigator's observing dome is made of molded sheet plexiglas and is installed on airplanes having pressurized cabins to form an airtight fit. A mounting flange is reinforced by an aluminum ring and a rubber gasket, which fits into a sash provided for its installation on the cabin roof. The center of the dome is fitted with a bolt, used to support a sextant. The navigator mounts the sextant on the suspension bolt only when taking an observation.

CHARACTERISTICS:

Diameter..... approximately 22 inches

Height..... approximately 7 inches

Weight..... approximately 5½ pounds

ARMY

A. E. REFERENCE NUMBER: 45-3675

SPECIFICATIONS:

Detail..... AN-D-7

AN DRAWING NUMBER: AN5845

AN PART NUMBER: AN5845-1

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit, including gasket and reinforcing ring.

NAVY

SPECIFICATIONS:

Detail..... AN-D-7

AN DRAWING NUMBER: AN5845

AN PART NUMBER: AN5845-1

F.S.S.C. STOCK NUMBER: 88-D-195

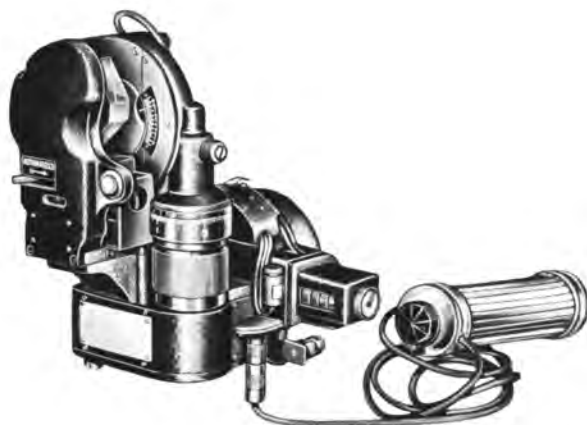
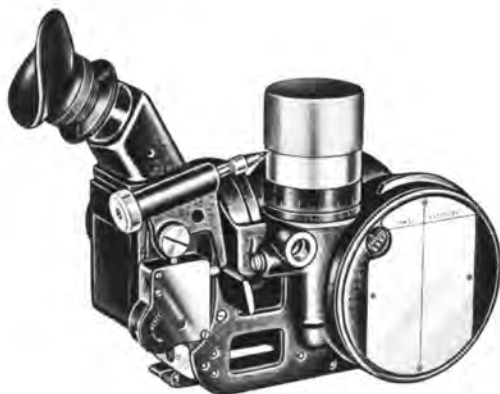
PROCUREMENT STATUS: Under procurement.



AIRCRAFT SEXTANTS

NAMES: Bubble type sextant
Octant

Sextant—aircraft—averaging bubble type



DESCRIPTION: A sextant is an instrument used by navigators to measure the altitude of the sun, stars, or other celestial bodies. From these measurements, and with the aid of an almanac, it is possible to determine the observer's position on the earth's surface.

The altitude of a celestial body is the angle formed between imaginary lines drawn from the observer to the body and to the horizon. Marine navigators use the natural horizon as a reference but, unless an airplane is flying in daylight at less than 1000 feet above sea level and visibility is good, the aerial navigator cannot use the natural horizon.

(Continued on page 139)

AIRCRAFT SEXTANTS

(Continued from page 138)

To provide a horizon reference, airplane sextants incorporate a bubble which acts as an artificial horizon. When using the bubble horizon the image of the celestial body is caused to coincide with the center of the bubble, and a recording counter, or graduated arc, enables the observer to read the altitude of the observed body above the bubble horizon. This artificial horizon is accurate only when the observer is stationary or moving at a uniform rate of speed. Accelerations in an airplane cause the bubble to be deflected from the vertical so that an error is introduced when the bubble is aligned with the celestial body for a sight or "shot." This error may be as much as one degree (equivalent to a 60-mile error in position). To reduce this error, aircraft sextants have averaging devices, and a number of

sights are taken over a one- or two-minute period. Averaging errors usually enables the navigator to find his position within 5 miles.

Various averaging devices are used, the median averager being the most common. In this type, a pencil makes a mark on a drum when a sight is taken. At the end of two minutes, the navigator sets a pointer on the center of the marks and reads the altitude. Chronometric averaging devices employ clockwork which automatically records the average altitude when the navigator follows the movements of the celestial body over a two-minute period.

Internal artificial lighting permits a sextant to be used in taking sights at night by providing an illuminated bubble.

ARMY

A. E. REFERENCE NUMBER: 45-9000

Type	Specification	Drawing Number	Part Number
Former A-12	AN-S-29	AN5852	AN5852-1
None	AN-S-28	AN5851	AN5851-1
A-10	None	See chart	See chart
A-8A	94-27914A	See chart	See chart
A-7	94-27912	See chart	See chart

PRODUCTION STATUS: Under procurement except for A-7.

SHIPPING DATA: Shipped as a unit, complete with carrying case.

NAVY

PROCUREMENT STATUS: See chart for sextants under procurement.

ALL MODELS ON THIS PAGE ARE INTERCHANGEABLE Models are used in services as noted in column 4 A-Army, N-Navy, B-British, C-Commercial

Manufacturer	Type Designation	Manufacturer's Drawing and Part Number	Used By	Air Service Command Stock Number	Army Technical Order Number	British Reference Number	P. S. S. C.	Natural Horizon Provision	Weight	Bubble Field Illumination	Averaging Device	Battery Container	Remarks
Pioneer Instrument Division of Bendix Aviation Corp.	AN5851-1	3014-1-C	A-N-B	6200327978	05-35-22	1068/53	88-S-350	Yes	7 pounds	Dark	Chronometric	Separate	
Link Aviation Devices, Inc.	AN5851-1	3014-1-D	A-N-B	6200327980	05-35-22	1068/53	88-S-350	Yes	7 pounds	Dark	Chronometric	Separate	
Fairchild Aviation Corp.	A-12	11734	A-N-B	6200330975	05-35-15	1068/152	88-S-360	No	5 1/4 pounds	Bright	Median	Integral	See Note 1, C-9
Bausch & Lomb Optical Co.	A-10	E-320-D1	A-B	6200330937	05-35-12	1068/50		No	6 pounds	Dark	Median	Separate	
Pioneer Instrument Division of Bendix Aviation Corp.	A-8A	29499	A-B	6200330925	05-35-7	1068/49		Yes		Dark	Automatic (8 observations)	Integral	
	A-7	Part 3003-A Drawing PD-23431-1	A-B	6200330900	05-35-4	1068/48		Yes	6 pounds	Dark	Automatic (8 observations)	Integral	Not under procurement.
	A-7	Part 3003-B Drawing PD-23431-2	A-B	6200330905	05-35-4	1068/48		Yes	6 pounds	Dark	Automatic (8 observations)	Integral	Not under procurement.
	A-7	Part 3011-A Drawing PD-17633-1	A-B		05-35-4	1068/48		Yes	6 pounds	Dark	Automatic (8 observations)	Integral	Not under procurement.
	A-7	Part 3011-B Drawing PD-17633-2	A-B		05-35-4	1068/48		Yes	6 pounds	Dark	Automatic (8 observations)	Integral	Not under procurement.

NOTE 1. The A-12 sextant is intended for instruction purposes only, but may be used in the field if no other types are available.

(RESTRICTED)



AIRCRAFT FIRE EXTINGUISHERS

Fires in airplanes usually occur around the engine installation. Fire extinguishing systems are therefore designed chiefly to protect this area, which is divided into two zones by a metallic shield or diaphragm installed directly behind the engine cylinders. The diaphragm separates the cylinders in zone one from the engine accessories in zone two. Extinguishing material is sprayed in the accessory or second zone.

To control fires on multi-engine airplanes, a remotely operated fixed fire extinguishing system is required. In the fixed system, carbon dioxide cylinders, in which the gas has been charged under pressure, are used. Because of the gas pressure, carbon dioxide cylinders are made of steel and wound with wire in order to render them shatterproof if hit by gunfire. The carbon dioxide is discharged by opening a valve at the top of the cylinder, which is stationed in any convenient place within the fuselage. The cylinder valve is controlled by a cable attached to a pull handle mounted on the control panel within reach of the pilot. The panel also contains a selector valve, so that the flow of gas can be directed to the engine where the fire occurs. The carbon dioxide enters the second zone through the openings in a perforated tube coiled around the engine.

A single zone installation is one in which there is no separating diaphragm. In such an arrangement, the gas is discharged through a series of nozzles placed around the engine cylinders, carburetor, fuel pump, and other vital accessories. The system is extremely heavy and can be used only on multi-engine cargo airplanes where it is possible to sacrifice some payload for safety.

All fixed systems are equipped with an outboard discharge indicator. This is a red celluloid disc installed on the outside wall of an airplane. It is connected by tubing to a safety disc in the valve on the fire extinguisher. High pressures caused by excessive heat will rupture the safety disc. The discharged gas flows through the tube to the outboard discharge indicator and breaks it, indicating on visual inspection that the cylinder is empty.

The fixed system is used on some single engine airplanes. However, portable fire extinguishers are most commonly used. They are adequate only for cabin and cockpit fires. Despite this limitation, they are preferred because they conserve weight. The extinguisher is mounted conveniently in the cabin on brackets which are designed to facilitate its instant removal.

The earliest type of portable fire extinguisher, and still in service, uses carbon tetrachloride. It consists of a brass cylinder and a built-in pump. Expulsion of the carbon tetrachloride is caused by manual operation of the pump, which forces the liquid through a nozzle at the bottom of the cylinder. The carbon tetrachloride extinguisher is best for quenching wood and fabric fires and is used principally on light airplanes.

Carbon dioxide gas fire extinguishers are preferred for fuel, oil, and electric fires. Opening a valve at the top of the pressure loaded cylinder releases the gas. In one type, a discharge tube with a horn is attached to the valve. When the tube is down and parallel to the cylinder, the valve is closed. Raising the tube opens the valve and directs the stream of gas. In the latest type of carbon dioxide extinguisher, a pistol grip with a trigger control opens or closes the valve, and a discharge tube is installed which is used only to direct the discharged gas. One of the advantages of the pistol grip control is that the expelled quantity of carbon dioxide can be controlled.



EXTINGUISHER—FIRE

ARMY TYPE A-2

NAMES: Fire extinguisher

Carbon tetrachloride fire extinguisher

Hand fire extinguisher

Portable fire extinguisher

DESCRIPTION: The type A-2 fire extinguisher is a portable model using carbon tetrachloride as the extinguishing medium. The liquid is expelled by a built-in hand-operated pump.

The mounting bracket, which is furnished with the extinguisher, is installed in an accessible location on the airplane, and holds the cylinder in place by means of a spring steel strap.

CHARACTERISTICS:

Capacity.....1 quart of carbon tetrachloride

Overall length.....13½ inches

Diameter of cylinder . .3 inches

Total weight when
charged.....approximately 7 pounds

Cylinder material . . .brass

ARMY

A. E. REFERENCE NUMBER: 45-5600

SPECIFICATIONS:

Detail.....85-2-H

Superseded.....85-2-G

TYPE DESIGNATION: A-2

A. S. C. STOCK NUMBER: Refer to column 5 of the chart.

TECHNICAL ORDER NUMBER: Refer to column 6 of the chart.

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped with mounting bracket.

NAVY

There is no Navy equivalent for this item.

BRITISH

REFERENCE NUMBERS: see chart.

ALL MODELS BELOW ARE INTERCHANGEABLE
Models are used in services as noted in column 4
A-Army, N-Navy, B-British

Manufacturer	Manu- facturer's Model Identi- fication	Manu- facturer's Drawing Number	Used By	Air Service Command Stock Number	Army Technical Order Number	A. E. Reference Number	British Reference Number	Weight	Extinguishing Material	Remarks
Fyr-Fyter Co.	A-2	83	A-B	4500-383000	03-45B-1	45-5600	127N 111	7 pounds	Carbon tetrachloride	
Walter Kidde & Co., Inc.	A-15		A-N	4500-387050		45-6050		7½ pounds	Carbon dioxide	
	A-17	79665-A	A-B	4500-387070		45-6200	127N/113	13 pounds	Carbon dioxide	
	2TA	26295	A-B-N	4500-381922		45-6215	127N/3	7½ pounds	Carbon dioxide	Pistol grip control.
	4TB	93138	A-B-N	4500-381924		45-6225	127N/278	13 pounds	Carbon dioxide	Pistol grip control.
Kelsey-Hayes Wheel Co.	A-17		A	4500-387070		45-6200		13 pounds	Carbon dioxide	

NOTE: 1. Each type of fire extinguisher requires its own mounting brackets. When substituting one extinguisher for another, the brackets must also be changed.
2. Thirteen pound extinguishers may be used in place of the A-2 only if the weight factor can be disregarded.



EXTINGUISHER—FIRE

ARMY TYPE A-15

NAVY TYPE 1170-2

NAMES: Fire extinguisher
Carbon dioxide fire extinguisher
Hand fire extinguisher

Portable carbon dioxide
fire extinguisher
Portable fire extinguisher

DESCRIPTION: The type A-15 fire extinguisher is a portable model using carbon dioxide as the extinguishing medium. The outlet for the carbon dioxide consists of a metal tube with a horn at the end to direct the stream of gas. The tube is kept parallel to the cylinder to maintain a closed position of the gas discharge valve. Raising the tube opens the valve and releases the carbon dioxide, which has been charged into the cylinder under pressure.

The extinguisher is mounted in an accessible location on the airplane by means of a bracket and collar which is supplied with it.

CHARACTERISTICS:

Capacity of cylinder	2 1/3 pounds of carbon dioxide gas (96 cubic inches)
Overall length	13 1/4 inches
Diameter of cylinder	3 1/4 inches
Total weight when charged	7 1/3 pounds
Cylinder material	wire wound (shatterproof) steel

ARMY

A. E. REFERENCE NUMBER: 45-6050

SPECIFICATIONS:

Detail	85-13
Superseded	40242

A. A. F. DRAWING NUMBER: 35D3689

TYPE DESIGNATION: A-15

A. S. C. STOCK NUMBER: Refer to column 5 of the chart.

TECHNICAL ORDER NUMBER: Refer to column 6 of the chart.

PRODUCTION STATUS: Not under procurement for initial installation. The type A-2 is being purchased for installation on light airplanes and the type A-17, which has a greater capacity, is preferred for installation on heavier airplanes.

SHIPPING DATA: Shipped complete with mounting bracket and collar

NAVY

TYPE DESIGNATION: 1170-2

SPECIFICATIONS:

Detail	M-106b
Superseded	M-106a

N. A. F. DRAWING NUMBER: 1170

A. S. O. STOCK NUMBER: R58-E-205

PROCUREMENT STATUS: Under procurement.

ALL MODELS BELOW ARE INTERCHANGEABLE
Models are used in services as noted in column 4
A-Army, N-Navy, B-British

Manufacturer	Manu- facturer's Model Identi- fication	Manu- facturer's Drawing Number	Used By	Air Service Command Stock Number	Army Technical Order Number	A. E. Reference Number	British Reference Number	Extinguishing Material	Weight	Remarks
Walter Kidde & Co., Inc.	A-15		A-N	4500-387050		45-6050		Carbon dioxide	7 1/3 pounds	
	A-17	79665-A	A-B	4500-387070		45-6200	127N/113	Carbon dioxide	13 pounds	
	2TA	26295	A-B-N	4500-381922		45-6215	127N/3	Carbon dioxide	7 1/3 pounds	Pistol grip control.
	4TB	93138	A-B-N	4500-381924		45-6225	127N/278	Carbon dioxide	13 pounds	Pistol grip control.
Fyr-Fyter Co.	A-2	83	A-B	4500-383000	03-45B-1	45-5600	127N/11	Carbon tetrachloride	7 pounds	
Kelsey-Hayes Wheel Co.	A-17		A	4500-387070		45-6200		Carbon dioxide	11 pounds	

NOTE: 1. Each type of fire extinguisher requires its own mounting brackets. When substituting one extinguisher for another, the brackets must also be changed.
2. Thirteen pound extinguishers may be used in place of the A-15 only if the weight factor can be disregarded.



FIRE EXTINGUISHERS MISCELLANEOUS EQUIPMENT SECTION

EXTINGUISHER—FIRE

ARMY TYPE A-17



NAMES: Fire extinguisher
Carbon dioxide fire
extinguisher

Hand fire extinguisher
Portable carbon dioxide fire extinguisher

DESCRIPTION: The type A-17 fire extinguisher is a portable model using carbon dioxide as the extinguishing medium. The outlet for the carbon dioxide consists of a metal tube with a horn at the end, to direct the stream of gas. The tube is kept parallel to the cylinder to maintain a closed position of the gas discharge valve. Raising the tube opens the valve and releases the carbon dioxide which has been charged into the cylinder under pressure.

The extinguisher is mounted in an accessible location on the airplane by means of a bracket and collar which is supplied with it.

CHARACTERISTICS:

Capacity of cylinder..... $3\frac{3}{4}$ pounds carbon dioxide gas
(147 cubic inches)
Overall length..... $18\frac{3}{4}$ inches
Diameter of cylinder..... $3\frac{1}{4}$ inches
Total weight when charged.....13 pounds
Cylinder material.....wire wound (shatterproof) steel

ARMY

A. E. REFERENCE NUMBER: 45-6200

SPECIFICATIONS:

Detail.....85-15
Superseded.....40304-A

TYPE DESIGNATION: A-17

A. S. C. STOCK NUMBER: Refer to column 5 of the chart.

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped with mounting bracket and collar.

NAVY

There is no Navy equivalent for this item.

ALL MODELS BELOW ARE INTERCHANGEABLE Models are used in services as noted in column 4 A-Army, N-Navy, B-British

Manufacturer	Manufacturer's Model Identification	Manufacturer's Drawing Number	Used By	Air Service Command Stock Number	A. E. Reference Number	British Reference Number	Remarks
Kelsey-Hayes Wheel Co.	A-17		A	4500-387070	45-6200		
Walter Kidde & Co., Inc.	A-17	76965	A-B	4500-387070	45-6200	127N/113	
	4TB	93138	A-B-N	4500-381924	45-6225	127N/278	Identical with Army type A-17 except for pistol grip control.

NOTE: 1. The above types may be used in place of an extinguisher having a smaller capacity. Do not use an extinguisher with a capacity lower than is originally specified.



EXTINGUISHER—FIRE

WALTER KIDDE AND COMPANY TYPE 2TA

NAMES: Fire extinguisher Hand fire extinguisher
Carbon dioxide Portable carbon dioxide fire extinguisher
fire extinguisher Portable fire extinguisher

DESCRIPTION: The 2TA fire extinguisher is a portable model using carbon dioxide as the extinguishing medium. The outlet for the carbon dioxide consists of a metal tube with a horn at the end which can be raised to any desired angle to direct the stream of gas. Release of a required quantity of carbon dioxide gas is obtained by pressing the pistol grip control. This opens a valve, discharging the gas, which has been charged into the cylinder under pressure.

The extinguisher is mounted in an accessible location on the airplane by means of a bracket and collar supplied with it.

NOTE: The 2TA extinguisher has an aluminum valve. The same extinguisher, with a brass valve, would be type 2TB, and they are completely interchangeable.

CHARACTERISTICS.

Capacity of cylinder	approximately 2 $\frac{1}{3}$ pounds of carbon dioxide gas (96 cubic inches)
Overall length	approximately 13 $\frac{3}{4}$ inches
Diameter of cylinder	approximately 3 $\frac{1}{4}$ inches
Total weight when charged	approximately 7 $\frac{1}{3}$ pounds
Cylinder material	wire wound (shatterproof) steel

ARMY

A. E. REFERENCE NUMBER: 45-6215

MANUFACTURER'S DRAWING NUMBER: Walter Kidde and Company, Incorporated, Number 26295

TYPE DESIGNATION: Walter Kidde and Company, Incorporated, 2TA (known in the Army as type 2-A)

A. S. C. STOCK NUMBER: Refer to column 5 of the chart.

TECHNICAL ORDER NUMBER: Refer to column 6 of the chart.

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped with mounting bracket and collar.

NAVY

PROCUREMENT STATUS: Under procurement.

**ALL MODELS BELOW ARE INTERCHANGEABLE
Models are used in services as noted in column 4
A-Army, N-Navy, B-British**

Manufacturer	Manu- facturer's Model Identi- fication	Manu- facturer's Drawing Number	Used By	Air Service Command Stock Number	Army Technical Order Number	A. E. Reference Number	British Reference Number	Extinguishing Material	Weight	Remarks
Walter Kidde & Co., Inc.	2TA	26295	A-N-B	4500-381922		45-6215	127N/3	Carbon dioxide	7 $\frac{1}{3}$ pounds	Pistol grip control.
	4TB	93138	A-N-B	4500-381924		45-6225	127N/278	Carbon dioxide	13 pounds	Pistol grip control.
	A-15		A-N	4500-387050		45-6050		Carbon dioxide	7 $\frac{1}{3}$ pounds	
	A-17	79665-A	A-B	4500-387070		45-6200	127N/113	Carbon dioxide	13 pounds	
Fyr-Fyter Co.	A-2	83	A-B	4500-383000	03-458-1	45-5600	127N/11	Carbon tetrachloride	7 pounds	
Kelsey-Hayes Wheel Co.	A-17		A	4500-387070		45-6200		Carbon dioxide	11 pounds	

NOTE: 1. Each type of fire extinguisher requires its own mounting brackets. When substituting one extinguisher for another, the brackets must also be changed.
2. Thirteen-pound extinguishers may be used in place of the 2TA only if the weight factor can be disregarded.



EXTINGUISHER—FIRE

WALTER KIDDE AND COMPANY TYPE 4TB

NAMES: Fire extinguisher
 Carbon dioxide fire extinguisher
 Hand fire extinguisher
 Portable carbon dioxide fire extinguisher
 Portable fire extinguisher

DESCRIPTION: The type 4TB fire extinguisher is a portable model using carbon dioxide as the extinguishing medium. The outlet for the carbon dioxide consists of a metal tube with a horn at the end which can be raised to any desired angle to direct the stream of gas. Release of a required quantity of carbon dioxide gas is obtained by pressing the pistol grip control. This opens a valve, discharging the gas, which has been charged into the cylinder under pressure.

The extinguisher is mounted in an accessible location on the airplane by means of a bracket and collar supplied with it.

CHARACTERISTICS:

Capacity of cylinder $3\frac{3}{8}$ pounds carbon dioxide gas (147 cubic inches)
 Overall length $18\frac{3}{4}$ inches
 Diameter of cylinder $3\frac{1}{4}$ inches
 Total weight when charged 13 pounds
 Cylinder material wire wound (shatterproof) steel

ARMY

A. E. REFERENCE NUMBER: 45-6225

DRAWING NUMBER: Walter Kidde and Company, Incorporated, drawing number 93138

TYPE DESIGNATION: Walter Kidde and Company, Incorporated, type 4TB

A. S. C. STOCK NUMBER: Refer to column 5 of the chart

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped with mounting bracket and collar.

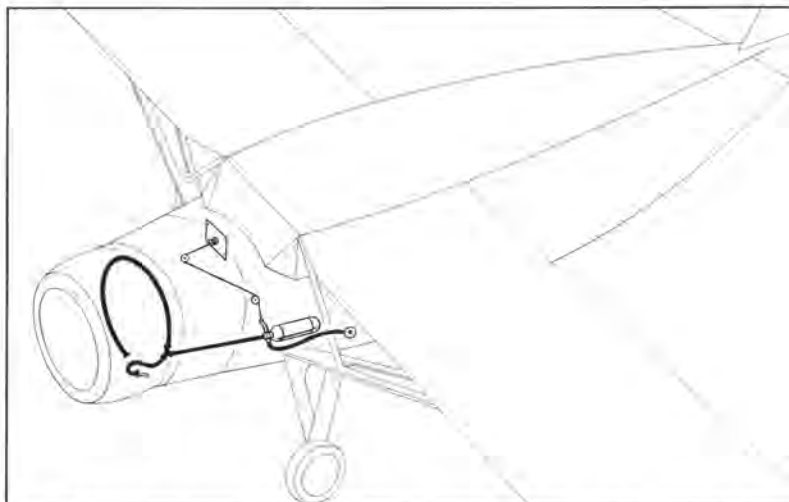
NAVY

PROCUREMENT STATUS: Under procurement.

ALL MODELS BELOW ARE INTERCHANGEABLE
Models are used in services as noted in column 4
A-Army, N-Navy, B-British

Manufacturer	*Manufacturer's Model Identification	Manufacturer's Drawing Number	Used By	Air Service Command Stock Number	A. E. Reference Number	British Reference Number	Remarks
Walter Kidde & Co., Inc.	4TB	93138	A-B	4500-381924	45-6225	127N/278	
	A-17	79665	A-B	4500-387070	45-6200	127N/113	Army type A-17 identical with the 4TB except that it has no pistol grip control.
Kelsey-Hayes Wheel Co.	A-17		A	4500-387070	45-6200		Army type A-17, same as above.

NOTE: 1. The above types may be used in place of an extinguisher having a smaller capacity. Do not use an extinguisher with a capacity lower than is originally specified.



EXTINGUISHER—SINGLE DISCHARGE LINE FIRE

ARMY TYPE A-11

NAVY—SEE BELOW

NAMES: Single discharge line fire extinguisher Single discharge line fixed fire extinguisher system
 One discharge line fire extinguisher Fire extinguisher—single discharge line

DESCRIPTION: The type A-11 single discharge line fire extinguisher system uses carbon dioxide as the extinguishing medium. The complete assembly consists of:

- One cylinder of carbon dioxide.
- One perforated discharge tubing 12 feet in length.
- One control panel containing the release pull handle.
- Two pulleys for the control cable.
- One length of flexible tubing which connects the system through the engine firewall.
- One outboard discharge indicator.

This system is used on single engine airplanes where a remotely operated fire extinguisher is desired. The carbon dioxide is charged into the cylinder under pressure. Pulling the release handle, which is mounted in a location accessible to the pilot, opens the valve on the cylinder, which discharges the carbon dioxide to the perforated tubing installed around the engine.

CHARACTERISTICS OF CYLINDER:

Capacity	5 pounds carbon dioxide gas (205 cubic inches)
Overall length	13 ³ / ₄ inches
Diameter of cylinder	5 ² / ₄ inches
Total weight when charged	14 pounds
Cylinder material	wire wound (shatterproof) steel
Total weight of assembly	approximately 19 pounds

ARMY

A. E. REFERENCE NUMBER: 45-5800

SPECIFICATIONS:

General	85-8-A
Detail	85-9
Superseded	40211-A

TYPE DESIGNATION: A-11

A. S. C. STOCK NUMBER: 4500-383900

TECHNICAL ORDER NUMBER: 03-45C-1

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: The complete assembly is shipped in a single package except for the 12 foot discharge tube, which is shipped separately. Previously, the shipment was broken up in the following manner: the cylinder in one package, the discharge tube in another and the balance of the component units in a third.

NAVY

TYPE DESIGNATION: The Navy does not regard the system as a single unit but procures individual parts to be combined in any assembly required for the airplane in which it is installed.

SPECIFICATIONS:

General	M-107c
Superseded	M-107b

PROCUREMENT STATUS: Under procurement.

Part	N. A. F. Part Number	A. S. O. Stock Number
Cylinder	1135-5	R83-C-90700
Valve assembly and discharge indicator	310819-1	None
Control panel	214370-1	None
Pulleys	310824-1	None
Flexible hose	None	33-H-335



EXTINGUISHER—TWO DISCHARGE LINE FIRE

ARMY TYPE A-12 NAVY—SEE BELOW

NAMES: Two discharge line fire extinguisher Fire extinguisher, two discharge line
Two discharge line fixed fire extinguisher system

DESCRIPTION: The type A-12 two discharge line fire extinguisher system uses carbon dioxide as the extinguishing medium. The complete assembly consists of:

- One cylinder of carbon dioxide.
- Two lengths of perforated tubing, 12 feet in length.
- One control panel containing a release pull handle and a four-way selector valve.
- Two pulleys for the control cables.
- Two lengths of flexible tubing which connect the system through the engine firewalls.
- One outboard discharge indicator.

This system is used on twin-engine airplanes, because the engine nacelles are too remotely located for operation of a portable fire extinguisher. The carbon dioxide, which is charged into the cylinder under pressure, is released by pulling the control handle on the control panel. The flow of carbon dioxide is directed to the discharge tubing around the engine at the location of the fire by means of the selector valve mounted on the control panel.

CHARACTERISTICS OF CYLINDER:

Capacity	7 $\frac{1}{4}$ ounces of carbon dioxide gas (295 cubic inches)
Overall length	18 $\frac{1}{4}$ inches
Diameter of cylinder	6 $\frac{3}{4}$ inches
Total weight when charged	20 pounds
Cylinder material	wire wound (shatterproof) steel
Total weight of assembly	approximately 25 pounds

ARMY

A. E. REFERENCE NUMBER: 45-5900

SPECIFICATIONS:

General	85-8-A
Detail	85-10
Superseded	40212-B

A. A. F. DRAWING NUMBER: H39D2220

TYPE DESIGNATION: A-12

A. S. C. STOCK NUMBER: 4500-385000

TECHNICAL ORDER NUMBER: 03-45C-1

PRODUCTION STATUS: Under procurement

SHIPPING DATA: The complete assembly is shipped in a single package except for the 12 foot discharge tubes, which are shipped separately. Previously, the shipment was broken up in the following manner: the cylinder in one package, the discharge tubing in another and the balance of the component units in a third.

(Continued on page 148)



(Continued from page 147)

EXTINGUISHER—TWO DISCHARGE LINE FIRE

NAVY

TYPE DESIGNATION: The Navy does not regard the system as a single unit but procures individual parts to be combined in any assembly required by the airplane in which it is to be installed.

SPECIFICATIONS:

General.....M-107c
Superseded:.....M-107b

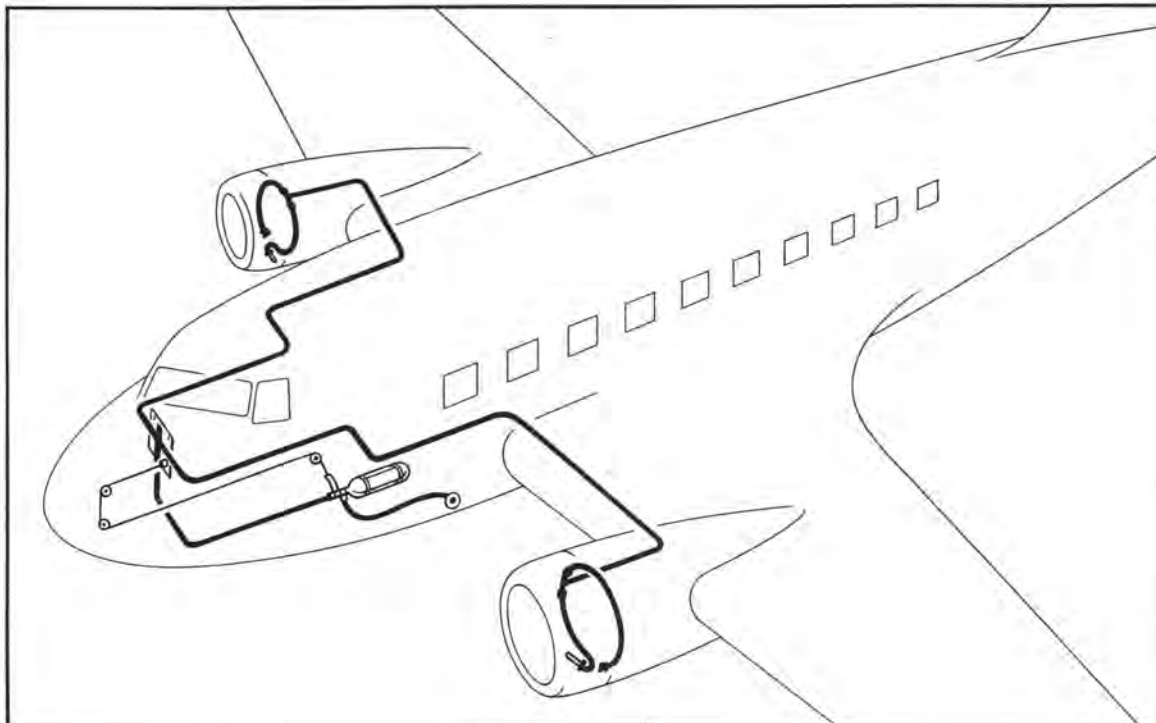
Part	N. A. F. Part Number	A. S. O. Stock Number
Cylinder	1135-6	R83-C-90750
Valve assembly and discharge indicator	310819-2	
Control panel	310823-21	
Pulleys	310824-2	
Flexible hose	None	33-H-335

PROCUREMENT STATUS: Under procurement.

BRITISH

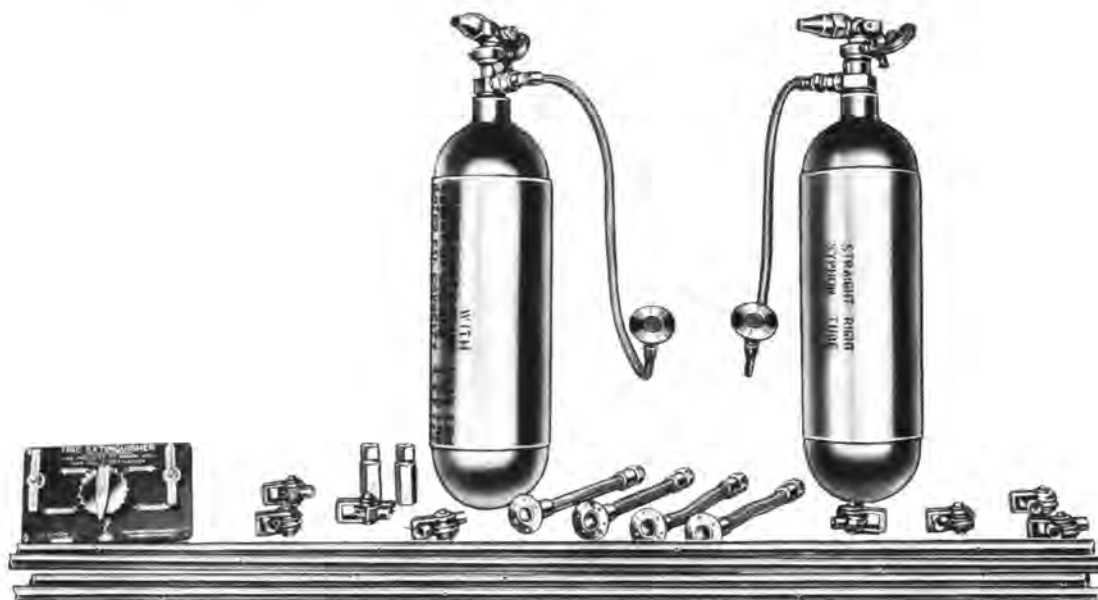
There is no British reference number for the assembly. Reference numbers are assigned to component parts only.

	Walter Kidde & Co., Inc. Part Numbers	British Reference Number
Cylinder and valve	25715	127N/1061
Control panel	19475	127N/1059
Pulleys	20400	127N/1021
Flexible hose	63460	127N/1062
Tubing	9559	127N/1008





FIRE EXTINGUISHERS MISCELLANEOUS EQUIPMENT SECTION



EXTINGUISHER—FOUR DISCHARGE LINE FIRE

ARMY TYPE A-18

NAVY—SEE BELOW

NAMES: Fire extinguisher, four discharge line
Four discharge line fire extinguisher

Multi-engine fire extinguisher system
Multi-engine fixed fire extinguisher system

DESCRIPTION: The four discharge line fire extinguisher system uses carbon dioxide as the extinguishing medium. The complete assembly consists of:

- Two cylinders of carbon dioxide.
- Four lengths of perforated discharge tubing, 12 feet in length.
- One control panel containing two release pull handles and a five-way selector valve.
- Four pulleys for the control cables.
- Four lengths of flexible tubing which connect the system through the engine firewalls.
- Two check valves.
- Two outboard discharge indicators.

This system is used on four engine airplanes, because the engine nacelles are too remotely located for the operation of a portable fire extinguisher. The carbon dioxide, which is charged into the cylinder under pressure, is released by operation of the pull release handle of the cylinder which is nearest the engine where the fire has occurred. The flow of carbon dioxide is directed to the discharge tubing around the engine where the fire occurs by means of a selector valve which is part of the control panel. A check valve is installed on each of the lines leading from the cylinder to the selector valve to prevent the released carbon dioxide from flowing into the opposite cylinder.

CHARACTERISTICS OF CYLINDER:

Capacity.....	7 $\frac{1}{4}$ pounds carbon dioxide gas (295 cubic inches)
Overall length.....	18 $\frac{1}{4}$ inches
Diameter of cylinder.....	5 $\frac{25}{64}$ inches
Total weight when charged.....	20 pounds
Cylinder material.....	wire wound (shatterproof) steel
Total weight of assembly.....	approximately 55 pounds

ARMY

A. E. REFERENCE NUMBER: 45-6300

SPECIFICATIONS:

General.....	85-8-A
Detail.....	40459

A. A. F. DRAWING NUMBER: H38G5363

TYPE DESIGNATION: A-18

A. S. C. STOCK NUMBER: 4500-387080

TECHNICAL ORDER NUMBER: 03-45C-7

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: The complete assembly is shipped in a single package except for the 12 foot discharge tubes, which are shipped separately. Previously, the shipment was broken up in the following manner: the cylinders each in a separate package, the discharge tubing in another, and the balance of the component units in their own carton.

(Continued on page 150)



(Continued from page 149)

EXTINGUISHER—FOUR DISCHARGE LINE FIRE

NAVY

TYPE DESIGNATION: The Navy does not regard the system as a single unit, but procures individual parts to be combined in any assembly required by the airplane in which it is installed.

SPECIFICATIONS:

General M-107c
Superseded M-107b

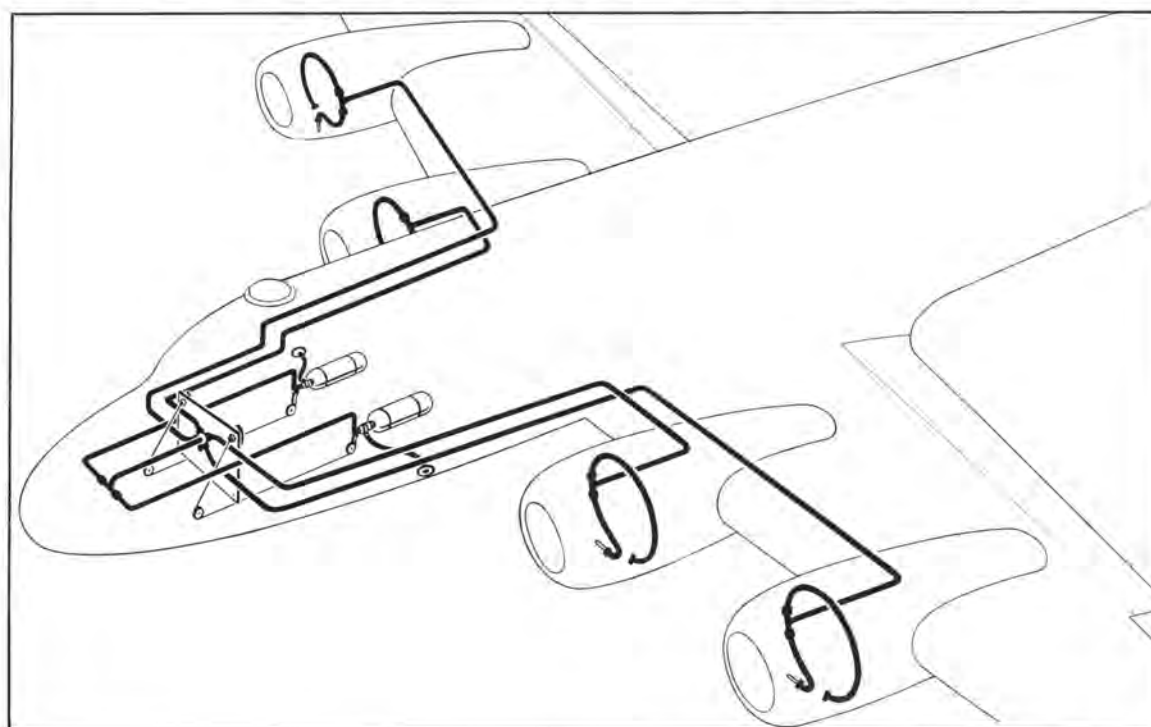
Part	N. A. F. Part Number	A. S. O. Stock Number
Cylinder	1135-6	R83-C-90750
Valve assembly and discharge indicator	310819-4	
Control panel	310823-41	
Pulleys	310824-4	
Flexible hose	None	33-H-335

PROCUREMENT STATUS: Under procurement.

BRITISH

There is no British reference number for the assembly. Reference numbers are assigned to component parts only.

Part	Walter Kidde & Co. Inc.	British Reference Number	American-LaFrance Foamite Co.	British Reference Number
Cylinder and Valve	25715	127N/1061	2CD5037	127N/271
Control Panel	63502	127N/258	2CD5016	127N/121
Pulleys	20400	127N/1021		
Flexible hose	63460	127N/1062	37B6535	127N/261
Tubing	9559	127N/1008	38A5825	127N/264
Check valves	20122	127N/257	2CD5018	127N/277





EXTINGUISHER—PRESSURE TYPE FIRE

NAMES: Pressure type fire extinguisher
C-46 fire extinguisher
C-46 fire extinguisher system

Fire extinguisher, pressure type
Pressure type fire extinguisher system

DESCRIPTION: This is a fixed type fire extinguishing system, using carbon dioxide as the extinguishing medium. The complete assembly consists of:
Eight cylinders of carbon dioxide.
Thirty-eight discharge spray nozzles.
Two name plates each with a pull handle control.
Four pulleys for the control cables.
Eight flexible tubing assemblies which connect the cylinders to the spray nozzles.
Eight manifolds.
Two outboard discharge indicators.

This fire extinguishing system is used on twin engine airplanes where the engine nacelle has been designed with only a single zone.

Four carbon dioxide cylinders are located in the rear of each of the engine nacelles. The pull handle, operated from the cabin, opens the valves of two of the cylinders. The pressure of the escaping gas opens the valves of the other two cylinders, which are connected by a tubing arrangement. The total volume of released carbon dioxide is then separated by four manifolds into the numerous spray nozzles which surround the engine and its accessories.

CHARACTERISTICS OF CYLINDER:

Capacity	5 pounds carbon dioxide gas (205 cubic inches)
Overall length	13 ³ / ₄ inches
Diameter of cylinder	5 ⁵ / ₁₆ inches
Total weight when charged	14 pounds
Cylinder material	wire wound (shatterproof) steel
Total weight of assembly	approximately 150 pounds

ARMY

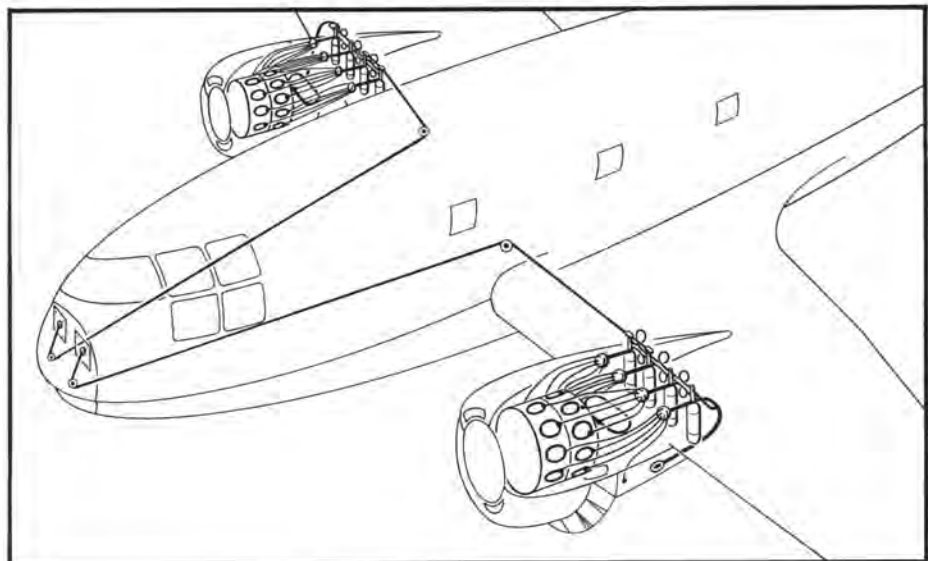
A. E. REFERENCE NUMBER: 45-6500

MANUFACTURER'S MODEL NUMBER:
Walter Kidde and pany, Incorporated,
24194.

A. S. C. STOCK NUMBER:
4500-381900

PRODUCTION STATUS:
Under procurement.

SHIPPING DATA: The cylinders are shipped in individual packages. The balance of the component units are shipped in one carton per engine.



NAVY

There is no Navy equivalent for this item.



GOGGLES—GUNNER'S

NAMES: Goggles—Polaroid All Purpose
Goggles—Polaroid Red Adapter
Goggles—Red Lens

Goggles—Red Tracer
Gunner's Goggles
Polaroid gunner's goggles

DESCRIPTION: These gunner's goggles are used for sun protection and make it possible to see tracer bullets in daylight. The polarizing dark adapter type lens is encased in a sponge rubber frame. An adjustable elastic strap is provided to hold the goggles on the gunner's head.

CHARACTERISTICS:

Dimensions approximately 7½ by 3 by 1 inches
Weight approximately 6 ounces

ARMY

A. E. REFERENCE NUMBER: 45-6950

MANUFACTURER'S DRAWING NUMBER: Polaroid Corporation—number 1006R

MANUFACTURER'S TYPE DESIGNATION: DA

A. S. C. STOCK NUMBER: 8300—343575

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit.

NAVY

There is no Navy equivalent for this item.



CASE—AIRPLANE MOORING

ARMY TYPE D-1

NAMES: Airplane Mooring Case
Mooring Equipment Kit

Kit—Mooring
Mooring Kit

DESCRIPTION: The D-1 airplane mooring case is made of canvas duck material, has a zipper fastener, and contains the following mooring equipment:

Item	A. A. F. Drawing No.
1 Airplane mooring bag	36G4465-1
1 Airplane mooring anchor driving rod	36B4466
18 Airplane mooring anchor arrows	36A4467
6 Airplane mooring anchor rods	36A4468
3 Airplane mooring anchor rod eye assemblies	36A4469
3 Airplane mooring ropes	33D2721
1 Airplane mooring ground breaking pin	38B3323

The anchor rods and arrows are combined to make stakes, which are driven securely into the ground. These provide a firm anchor to which an airplane may be fastened by ropes. A single case is used for one and two engine airplanes, and four cases are required for four-engine airplanes.

CHARACTERISTICS:

Dimensions, closed	approximately 28 by 8½ by 2½ inches
Dimensions, opened	approximately 28 by 16½ by 1½ inches
Weight	approximately 11 pounds

ARMY

A. E. REFERENCE NUMBER: 45-3370

SPECIFICATIONS:

Detail 40380

A. A. F. DRAWING NUMBER: 36G4465

TYPE DESIGNATION: D-1

A. S. C. STOCK NUMBER: 8200147000

TECHNICAL ORDER NUMBER: 01-1-50

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit.

NAVY

There is no Navy equivalent for this item.





KIT—ARMORER MECHANIC'S

NAME: Armorer mechanic's kit

DESCRIPTION: This kit provides armorer mechanics with inspection equipment and small hand tools for use in the maintenance and repair of aircraft armament. Army Technical Order number 00-30-55 contains a complete list of the tools required for the kit.

Substitutions and omissions of items are sometimes necessary and the quantity and sizes of items will vary according to their availability at the time the kits are made up. The kit usually consists of the following items:

Mechanic's tool case

Socket wrench set including bars, handles and eleven sockets.

Box wrenches, $\frac{5}{16}$ inch to $\frac{25}{32}$ inch (eleven).

Adjustable wrenches, 4 inches and 10 inches (two).

Pliers (four); long nose, combination, curved needle nose and diagonal cutting.

Center and drive pin punches (four).

Screw drivers (six); of various lengths including an offset and a Dzus fastener.

Outside caliper, 8 inches.

Cotter pin extractor.

Round file, 10 inches.

Mechanical finger, 12 inches.

Hammer with cellulose tip, and rawhide mallet.

Pocket knife, 3-blade.

Steel rule, and 26 leaf thickness gage.

Flashlights (two), with spare batteries (twelve).

Friction tape, $\frac{3}{4}$ inch wide, $\frac{1}{2}$ pound roll.

CHARACTERISTICS:

Weight, including equipment.	approximately 28 pounds
Dimensions of case	approximately 17 $\frac{1}{4}$ by 12 by 4 inches

ARMY

A. E. REFERENCE NUMBER: 45-7560

TECHNICAL ORDER NUMBER: 00-30-55

PRODUCTION STATUS: These kits are assembled by Air Service Command.

SHIPPING DATA: Shipped as a complete unit when all equipment is available; otherwise, missing units are shipped separately.

NAVY

There is no Navy equivalent for this item.



KITS MISCELLANEOUS EQUIPMENT SECTION



KIT—CREW CHIEF'S

NAMES: Crew chief's kit

DESCRIPTION: This kit provides each crew chief with aircraft supplies, electrical and inspection equipment, fuels, lubricants, and small hand tools for the maintenance of aircraft. Army Technical Order number 00-30-45 contains a complete list of the tools required for the kit.

Substitutions and omissions of items are sometimes necessary and the quantity and sizes of items will vary according to their availability at the time the kits are made. The kit usually consists of the following items:

Mechanic's tool case.

Socket wrench set including bars, handles and twenty-two sockets.

Adjustable wrenches (five), and spark plug wrenches (two).

Open end wrenches, $\frac{3}{8}$ inch to 1 inch (fourteen).

Hose clamp wrench.

Screw drivers (seven), of various lengths including an offset and a Dzus fastener.

Chisels, $\frac{5}{16}$ inch and $\frac{1}{2}$ inch (two).

High speed twist drills, $\frac{1}{16}$ inch to $\frac{1}{4}$ inch (seven) and hand drill (one).

Cotter pin extractor.

Six inch steel rule and 26 leaf thickness gage.

Tire pressure gage, 10 to 160 pounds.

Ball peen hammer and rawhide mallet.

Files (five), and file handle.

Oiler with flexible spout (half pint).

Valve repair tool.

Valve stem fishing tool.

Flashlights (two), with spare batteries (four), and spare lamps (two).

Miscellaneous equipment such as a cleaning brush, pocket knife, cotton wiping cloth, linen thread ($\frac{1}{2}$ pound), copper tie wire (1 pound), friction tape, etc.

CHARACTERISTICS:

Weight, including equipment.....approximately 35 pounds

Dimensions of case.....approximately 17 $\frac{1}{4}$ by 12 by 4 inches

ARMY

A. E. REFERENCE NUMBER: 45-7565

TECHNICAL ORDER NUMBER 00-30-45

PRODUCTION STATUS: These kits are assembled by Air Service Command.

SHIPPING DATA: Shipped as a complete unit when all equipment is available; otherwise, missing units are shipped separately.

NAVY

TYPE DESIGNATION: There is no Navy equivalent for this item.



KIT—RADIO OPERATOR'S

NAME: Radio operator's kit

DESCRIPTION: The radio operator's kit provides radio operators with small hand tools, supplies, and replacement parts to be used in the repair and maintenance of aircraft communication equipment. Army Technical Order number 00-30-65 contains a complete list of the tools required for the kit. The replacement part assembly for the kit, such as tubes, fuses, lamps, dynamo brushes, etc., varies with the communication system on the airplane. In addition to the parts mentioned above, the following tools and supplies are included in the kit:

- Mechanic's tool case.
- Pocket knife, 3-blade.
- Pliers (four); long nose side cutting, combination, and diagonal cutting.
- Screw drivers (five).
- Adjustable wrenches, 4 and 6 inches (two).
- Copper wire, .032 inch (1 pound).
- Friction tape, $\frac{3}{4}$ inch wide ($\frac{1}{2}$ pound roll).

CHARACTERISTICS:

Weight, including equipment.....	approximately 20 pounds
Dimensions of case.....	approximately 17 $\frac{1}{4}$ by 12 by 4 inches

ARMY

A. E. REFERENCE NUMBER: 45-7670

TECHNICAL ORDER NUMBER: 00-30-65

PRODUCTION STATUS: These kits are assembled by Air Service Command. Radio items are requisitioned from the Signal Corps.

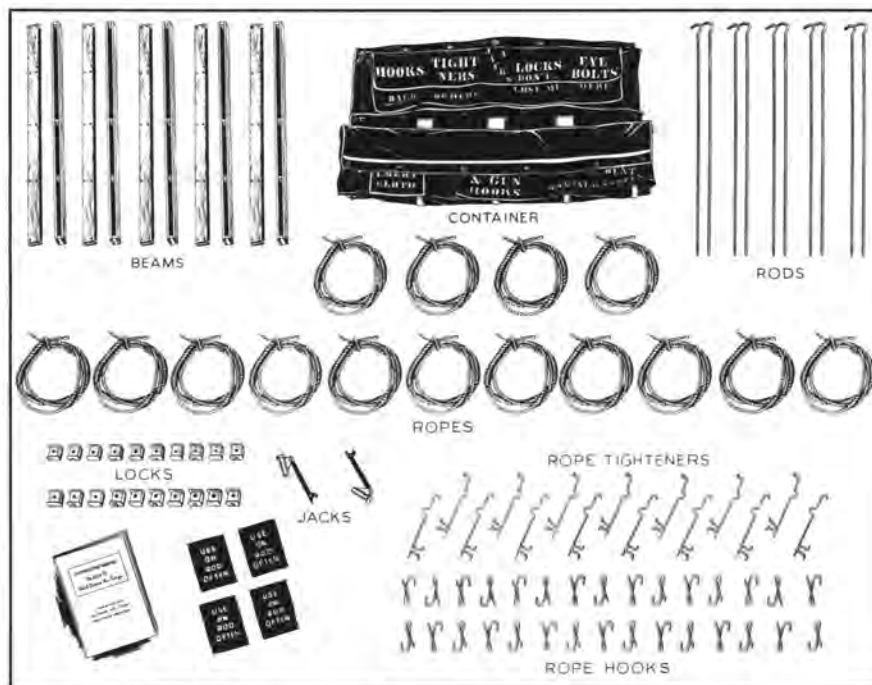
SHIPPING DATA: Shipped as a complete unit when all equipment is available; otherwise, missing units are shipped separately.

NAVY

There is no Navy equivalent for this item.



KITS MISCELLANEOUS EQUIPMENT SECTION



KIT—AIR CARGO MOORING

NAMES: Air cargo mooring kit
Cargo tie-down kit

Skyloader kit
Tie-down kit

ARMY TYPE	R-1	R-2	R-3
ARMY SPECIFICATION	40649	40650	40651
ARMY DRAWING	43A21984	43A21986	43A21988
A. E. REFERENCE NUMBER	45-7675	45-7676	45-7677
COMPONENT UNITS IN KIT	1 container 30 hooks 15 tighteners 15 ropes 1 rope hanger 1 manual	1 container 30 hooks 15 tighteners 15 ropes 20 rods 20 locks 10 beams 1 rope hanger 1 manual 2 jacks 1 emery cloth	1 container 30 hooks 15 tighteners 15 ropes 30 rods 30 locks 15 beams 1 rope hanger 1 manual 3 jacks 1 emery cloth

DESCRIPTION: Air cargo mooring kits are used in cargo airplanes to securely tie down packages, jeeps, machinery and other air freight. Cargo may be secured either with ropes as described in Paragraph (a) or by the use of beams as indicated in Paragraph (b).

(a) Ropes are wound around the rope hooks held by metal rings on the floor of the airplane. After the rope is fastened over the cargo, slack is taken up by twisting the rope tightly with the tightener.

(b) Beams are placed over the cargo. The rods are inserted through the beams with the hooked ends attached to the floor rings. The locks are slipped over the rods at the top and are tightened in place by forcing them down over the beams with a jack. Lifting a small catch on the side of the lock loosens the entire assembly.

ARMY

A. E. REFERENCE NUMBER: See description.

SPECIFICATIONS:

General See description
Detail See description
Superseded See description

AN OR A. A. F. DRAWING NUMBER: See description

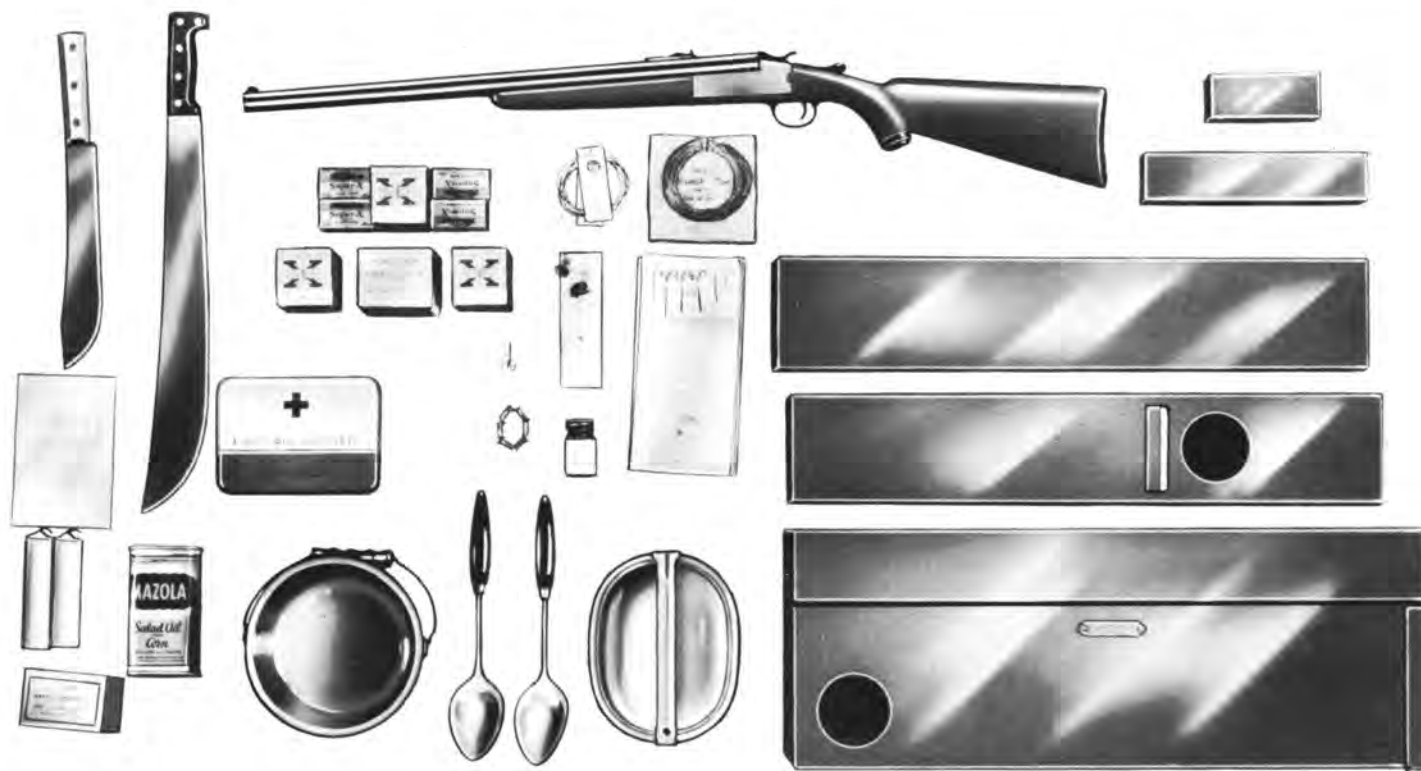
TYPE DESIGNATION: See description

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Each kit shipped as a single unit.

NAVY

There is no Navy equivalent for this item.



KIT—EMERGENCY SUSTENANCE

ARMY TYPE E-2

NAMES: Emergency sustenance kit
Kit—emergency sustenance (Implements)

DESCRIPTION: The emergency sustenance kit provides hunting, fishing, and cooking implements for aircraft personnel. It is made of metal, has a canvas duck covering, and contains the following items:

- Combination gun and rifle, with 12 boxes of ammunition
- Cooking utensils including spoons and a 10-inch butcher knife
- Container of safety matches
- Generator-operated flashlight and wax candles
- Cooking oil (one pint)
- Fishing tackle, including hooks, bait, lures, sinkers, etc.
- Sheathed knife
- Kit of beacon flares
- First aid kit

CHARACTERISTICS:

Weight including implements.....	approximately 28 pounds
Dimensions.....	approximately 27½ by 10½ by 10½ inches

ARMY

A. E. REFERENCE NUMBER: 45-7700

SPECIFICATIONS:

Detail.....	94-40422
Superseded.....	40422

A. A. F. DRAWING NUMBER: 41K6996

TYPE DESIGNATION: E-2

A. S. C. STOCK NUMBER: 8300-559200

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit.

NAVY

There is no Navy equivalent for this item.



PLATE—AIRPLANE AND ENGINE DATA NAME

ARMY DRAWING 0153316-10

NAMES: Airplane and engine data name plate
Name plate—airplane and engine data
Plate—name, airplane and engine data

DESCRIPTION: This is a metal or plastic plate with blank space provided for the serial number of an airplane or engine and the date of its acceptance by the Army. The stamped letters are enameled white against a black background. The plate with the engine data is screwed on the engine; the aircraft data plate is mounted in the cabin or cockpit.

CHARACTERISTICS:

Height.....	approximately 2 $\frac{3}{4}$ inches
Width.....	approximately 2 inches
Weight.....	approximately 5 ounces

ARMY

A. E. REFERENCE NUMBER: 45-8000
A. A. F. DRAWING NUMBER: 0153316-10
PRODUCTION STATUS: Under procurement.
SHIPPING DATA: Shipped as a complete unit.

NAVY

There is no Navy equivalent for this item.



PLATE—RADIO CALL

ARMY DRAWING 0153316-16

NAME: Radio call plate

DESCRIPTION: This is a metal or plastic plate, black enameled, with a blank space provided for the call number which is the radio identification for an airplane. It is screwed on the radio equipment for permanent identification. The letters are coated with fluorescent paint.

CHARACTERISTICS:

Height.....	approximately $\frac{5}{8}$ inch
Width.....	approximately 1 $\frac{1}{2}$ inches
Weight.....	approximately 2 ounces

ARMY

A. E. REFERENCE NUMBER: 45-8030
A. A. F. DRAWING NUMBER: 0153316-16
PRODUCTION STATUS: Under procurement.
SHIPPING DATA: Shipped as a complete unit.

NAVY

There is no Navy equivalent for this item.

**PLATE — WEDGE****ARMY DRAWING 42B3523**

NAMES: Wedge plate
Wedge plate mount for Astro-compass
Astro-compass wedge plate mount

DESCRIPTION: This is a metal plate tapered to form a wedge. Both of the side edges are beveled. When bolted to an airplane, the widest part of the wedge is at the bottom and the beveled face is turned to the wall.

The wedge plate serves as a mount for an astro-compass, used for celestial navigation, and for an intervalometer, which is used in aerial photography to time the intervals between photographic exposures.

ARMY

A. E. REFERENCE NUMBER: 45-8220

A. A. F. DRAWING NUMBER: 42B3523

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit.

NAVY

There is no Navy equivalent for this item.

BRITISH

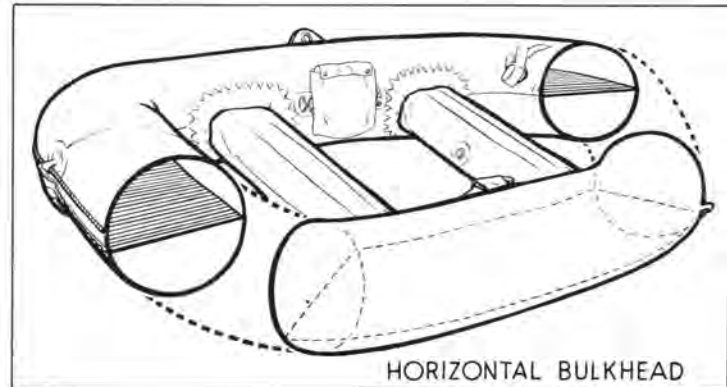
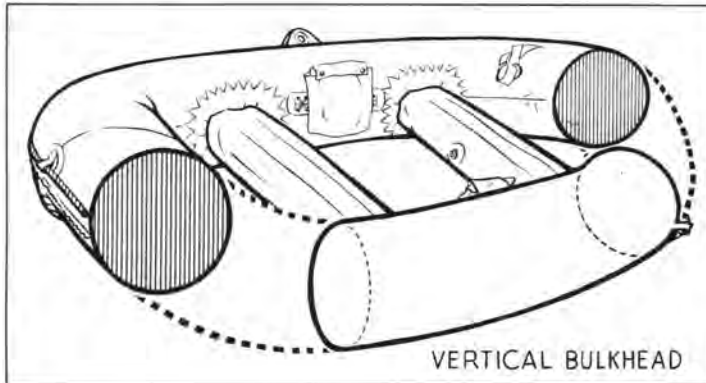
REFERENCE NUMBER: 14A/540



LIFE RAFTS

LIFE RAFTS provide a means of staying afloat for flyers whose airplanes are forced down over sea areas. The raft, called a dinghy by the British, is essentially an encircling pneumatic tube supporting a fabric platform. Rafts of various shapes and sizes are used in all the British and American services, but the functions and methods of handling are generally similar for all types of rafts.

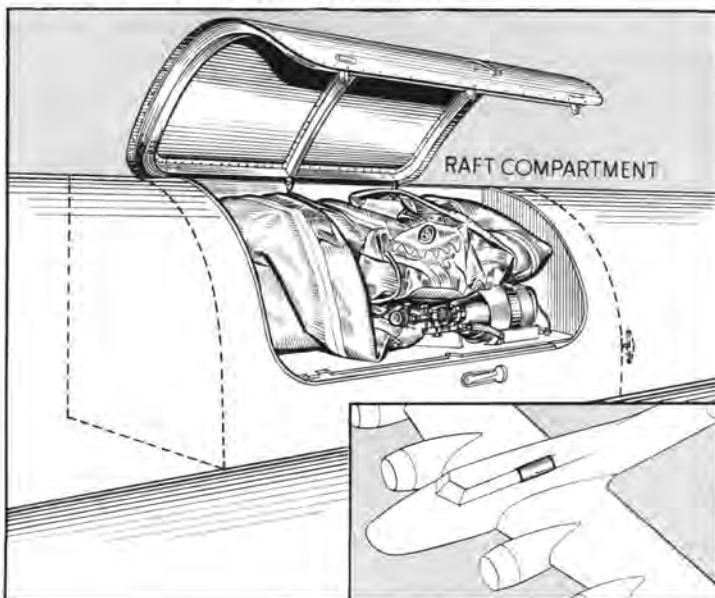
Previously, the flotation tube around the raft had a fabric casing and an inner bladder. The bladder type construction is superseded by one made entirely of rubberized fabric without an inner tube. Internal diaphragms, called bulkheads, divide the flotation tube into two chambers. The early type bulkheads were vertical. Bulkheads are now horizontal, dividing the raft into a lower and upper chamber, so that if one of the chambers is seriously damaged the other will support the raft.



The raft can be inflated in a few seconds by releasing into the chambers carbon dioxide gas from a cylinder which is attached to the raft. When the cylinder valve is opened, the gas is discharged directly into a manifold and distributed between the two chambers. In its deflated form it occupies little space on an airplane.

The cylinder valves on Army and Navy rafts are controlled by a pull cable release. Some Navy and British rafts have an immersion switch for opening the valve. This switch has a series of plate elements which, upon contact with water, creates an electrical current between the plates, firing a cartridge which generates sufficient pressure to open the inflation cylinder valve. For emergency use the valve also has a manually operated cable control. On one-man rafts the valve has a built-in hand control.

Life rafts have been designed to accommodate the following number of men: one, two, five, and seven to ten men. An airplane having a crew of three men or less is provided with one-man rafts for each crew member. The two-man raft is now obsolete and is no longer being procured. An airplane with a crew of four or more is equipped with the proper number of five-man or seven-man rafts.



One-man rafts with their accessories are mounted into parachute type packs attached to a parachute harness, or are kept on the pilot's seat. Cargo airplanes and bombers used by the Army and British have compartments built into the plane to store five-man rafts. Each compartment has a door on the outside of the airplane, through which the raft is ejected in an emergency. In Army airplanes the pull cable release which opens the valve on the inflation cylinder also opens the door of the compartment at the same time. In British airplanes, opening the raft compartment merely ejects the raft, which inflates when the immersion switch contacts water. Some airplanes equipped with five-man rafts have no built-in compartments; in such cases the raft with its accessories is packed in a carrying case and stowed away in the airplane. Navy rafts are kept in carrying cases. The pull cable release, however, extends beyond the case. Inflation of the raft breaks open the case, which is held together by snap fasteners.

(Continued on page 162)



(Continued from page 161)

LIFE RAFT ACCESSORIES

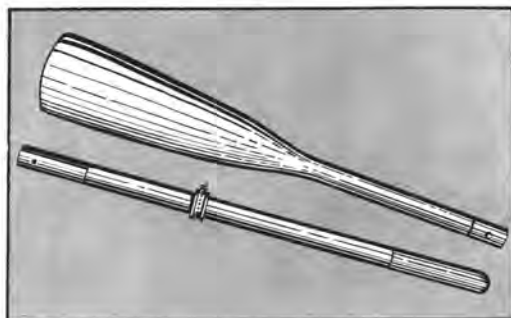
In addition to the inflation cylinder, life rafts are equipped with a variety of items which help reduce the hardships likely to be encountered, and to assist the occupants to reach safety. This equipment is packed in pockets and containers in the deflated raft and varies in accordance with the requirements of the Army, Navy, and British air forces. However, all rafts are provided with the material for signalling, nourishment, protection, and propulsion. Although subject to change at any time, the following is a typical list of accessories:

CARBON DIOXIDE CYLINDER



For inflation of the raft. It is strapped or laced to the raft and is connected to a manifold. The cylinders are made of steel and are wound with wire to render them shatterproof if hit by gunfire. Specification AN-C-73.

OARS



For rowing. They come in two pieces. If the raft is equipped with a sail, one oar can serve as a mast, and another acts as a rudder. Army oars are made of wood and Navy oars are made of aluminum.

- A. S. O. Stock Number R83-0-4000, 4-foot oars.
 - A. S. O. Stock Number R83-0-4010, 5-foot oars.
 - A. S. O. Stock Number R83-0-4020, 6-foot oars.
 - A. S. C. Stock Number 4500-618000, 4½-foot oars.
- Navy specification M-162.



HAND PADDLES

Used in one-man life rafts, strap to the hands and are used instead of oars.

BAILING BUCKET

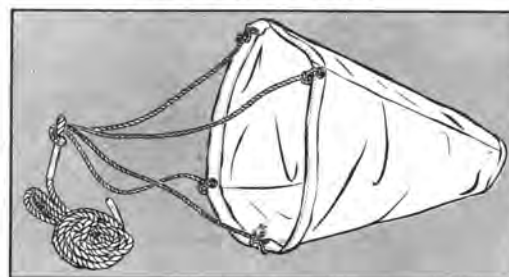
(Known to the British as a "bailer") to bail water from the raft and serve as a drinking cup.

A. S. O. Stock Number R42-C-22775, for one-man rafts.

A. S. C. Stock Number 4500-113250.



SEA ANCHOR



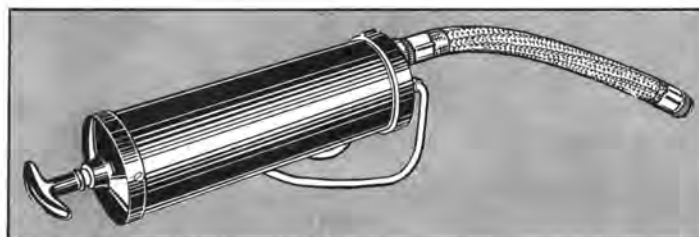
(Known to the British as a "drogue".) This is a funnel-shaped canvas device, which, when tied to the raft and dropped into the water, will steady the raft in a relatively fixed position and keep the bow turned into the wind.

A. S. O. Stock Number R6-A-1950, for one-man rafts.

HAND PUMP

To reinflate a raft which is losing its buoyancy due to air leakage. A valve fitting is built into the raft to accommodate the pump. The British use a bellows type pump known as a "topping-up bellows" which serves the same purpose.

A. S. C. Stock Number 4500-705000.



(Continued on page 163)



(Continued from page 162)

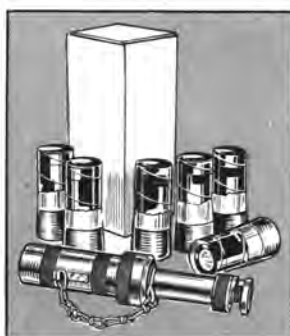
LIFE RAFT ACCESSORIES

PYROTECHNIC PISTOL



Used by the Army for distress signals. It is packed in a kit containing six flares.

Ordnance type M-8.



SIGNAL KIT

Used by the Navy for distress signals. This is a small hand projector packed in a waterproof box containing six Very cartridges individually protected in plastic tubes. The Navy also uses smoke grenades which are clamped to an oar.

A. S. O. Stock Number R83-C-44600, holding clamp for grenades.

A. S. O. Stock Number R83-G-770100, Ordnance type M-8 smoke grenades.



SEA MARKER

Can of fluorescein dye which, when poured into the water around the raft, forms a bright yellow patch covering about 50 square yards.

This area can be seen from the air for considerable distances. The dye particles cling together in the water for about 1½ hours in a rough sea, and for longer periods in a calm sea.

Specification AN-S-10.

A. S. C. Stock Number 7300-379000.

A. S. O. Stock Number R83-M-160500.

FLOATING FLASHLIGHT

A one-cell waterproof flashlight. The battery container pulls out, leaving an air space which enables the flashlight to float. The Navy uses a pin-on type flashlight.

Army type A-7.

Specification 32410.



EMERGENCY SIGNALLING MIRROR



An aluminum plated reflector for signalling, having cross hairs in the center of the mirror for directing the beam.

Army specification 40653.

Army Drawing Number 43B21574.

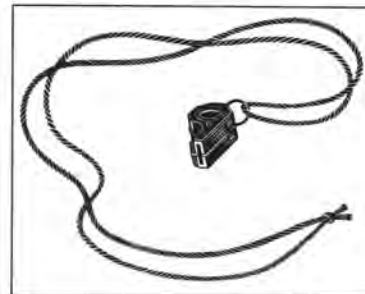
A. S. O. Stock Number R83-R-20500.

Navy specification M-3Q.

WHISTLE

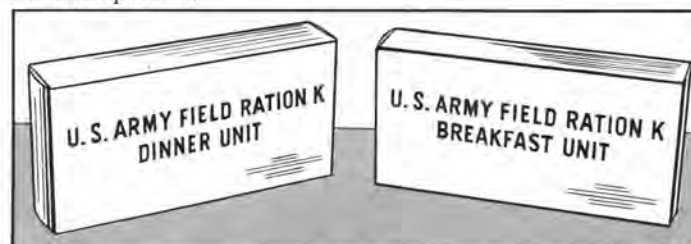
(Known commercially as a police whistle.) It is provided with a 36-inch cord. Its sound can be heard for about 1000 feet.

A. S. O. Stock Number R42-W-24000.



RATION KITS

Sealed packages of food which are selected for their high concentration of food value. There are two types: breakfast and dinner kit. About two days' supply is furnished for each person.



Army type "K", field rations.

Navy specification M-539.

A. S. O. Stock Number R56-R-6125.



DRINKING WATER

An 11-ounce can of distilled drinking water

Specification AN-W-5a.

A. S. O. Stock Number R51-W-135.

(Continued on page 164)



(Continued from page 163)

LIFE RAFT ACCESSORIES



FISHING KIT

Contains a variety of fishing lines, fish hooks, lures, a small hand net, a fish knife, and instructions for their use. This kit is intended to supplement the food supply aboard the raft and to

provide a means of supplying fresh liquid which can be pressed from raw fish. (Known commercially as the Pinchot-Lerner fishing kit.)

A. S. O. Stock Number R37-K-300.
Navy specification M-554.

FISH SPEAR



Attached to the handle section of an oar to form a device for catching fish.

PAULIN

(7 feet by 11 feet), a rubberized fabric cloth colored yellow on one side and blue on the other. It is used principally as a cover to protect the raft occupants from sun and rain. The yellow side is used to attract friendly airplanes. The blue side is used as a camouflage when enemy aircraft are in the vicinity.



PAULIN



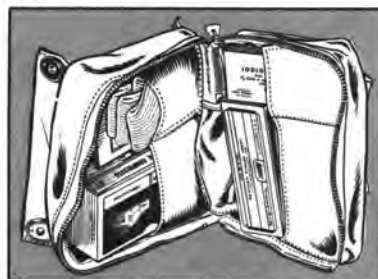
(5 feet 8 inches by 6 feet 4 inches), same as the larger except that it has a small pocket at one end which fits over an upright oar to form a sail. It is also used to collect rain for

drinking water. The Navy uses a 5-foot square paulin.

A. S. O. Stock Number R83-C-76950.
Navy specification M-551.

AERONAUTICAL FIRST AID KIT

For use on five-man or larger rafts; a compact canvas zipper-bound kit containing a supply of first aid and medical equipment.



FIRST AID KIT

For use on one-man rafts; contains five waterproof packages of first aid supplies bound together in a paper wrapper.

A. S. O. Stock Number R57-K-8525.

Navy specification 57-K-0366.



PNEUMATIC RAFT REPAIR KIT



To repair damages in life rafts. Similar to the commercial tire repair kit. Contains a sheet of rubber, a bottle of rubber cement, a metal scraper, pliers, and a pair of scissors.

A. S. O. Stock Number R83-K-710150.
Navy specification M-3Q.

COMPASS AND MATCH HOLDER



Plastic cylinder, waterproof holder for matches having a compass on the outer side of the cover.

Specification AN-C-101
Drawing AN5731.

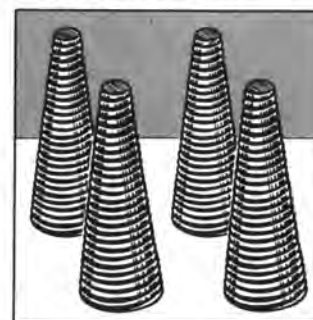
A. S. O. Stock Number R37-C-2500.

BULLET HOLE REPAIR PLUGS

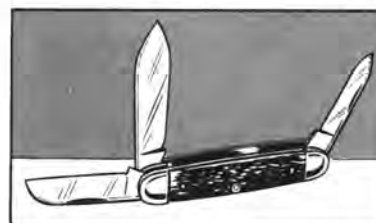
Tapered pieces of wood which can be forced into bullet holes in the raft to stop leakage.

A. S. O. Stock Number R83-P-408500.

Navy specification M-3Q.



KNIFE



Three-bladed knife. (Known commercially as the Boy Scout knife.)

A. S. O. Stock Number R41-K-365.

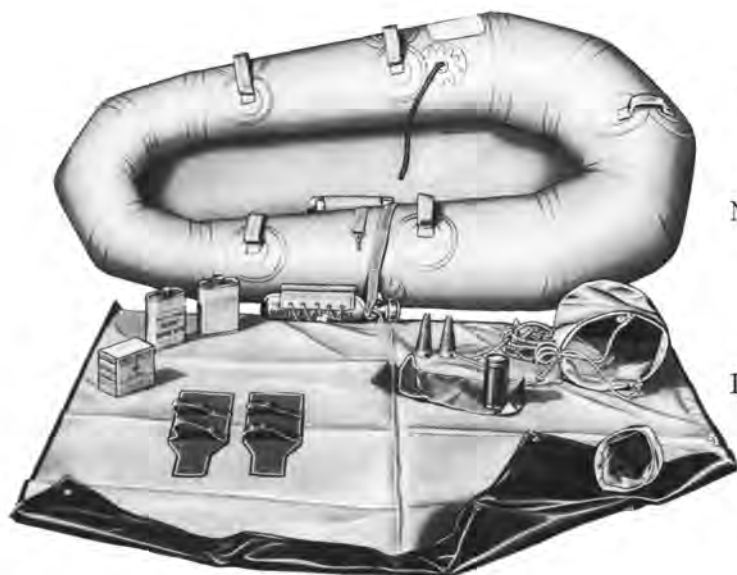
A. S. C. Stock Number 7900-473900.

Navy drawing 1156-1



RAFT ONE MAN PARACHUTE TYPE PNEUMATIC LIFE

AN6520-1



NAMES: One man parachute type pneumatic life raft
 Life raft
 One man life raft
 One man pneumatic raft
 Parachute type life raft
 Pneumatic life raft

DESCRIPTION: This life raft consists of a fabric floor cemented to a rubberized fabric flotation tube which is divided into two compartments by horizontal bulkheads.

The raft fits into a parachute pack which can be stowed on the pilot's seat or fastened to his parachute harness. It contains a rubber tube which is used for oral reinflation if the raft loses its buoyancy.

IT CONTAINS THE FOLLOWING ACCESSORIES:

One carbon dioxide inflation cylinder
 with hand operated valve
 One sea anchor
 One bailing cup
 One pair of hand paddles
 One can of drinking water

First aid kit
 One pneumatic raft repair kit
 One set of bullet-hole plugs
 Sail
 Three foot cotton cord
 One can of sea marker

CHARACTERISTICS:

Raft capacity	approximately 250 pounds (1 person)
Total weight, with accessories	approximately 16 pounds
Raft dimensions, inflated	approximately 66 inches in length
Dimensions of parachute pack case	approximately 15 ¹ / ₈ by 14 ¹ / ₈ by 3 ³ / ₈ inches
Cylinder capacity	approximately ³ / ₄ pound carbon dioxide (30.5 cubic inches)

ARMY

A. E. REFERENCE NUMBER: 45-8275

SPECIFICATIONS:

Detail

AN-R-2a

Superseded

AN-R-2

AN DRAWING NUMBER: AN6520

AN PART NUMBER: AN6520-1

A. S. C. STOCK NUMBER: 6600-660450

TECHNICAL ORDER NUMBER: 04-15-2

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped complete with accessories.

NAVY

TYPE DESIGNATION: AN6520-1

SPECIFICATIONS:

General

M-3Q

Detail

AN-R-2A

Superseded

AN-R-2

AN DRAWING NUMBER: AN6520

A. S. O. STOCK NUMBER: R83-R-15650

TECHNICAL NOTE NUMBER: 1-43

PROCUREMENT STATUS: Under procurement.



BRITISH

BRITISH REFERENCE NUMBER: 127C/81



RAFT — LIFE

ARMY TYPE B-3



NAMES: Life raft
Pneumatic raft
Two-man life raft

DESCRIPTION: The B-3 life raft consists of a fabric floor cemented to a flotation tube which contains an inner rubber bladder. The flotation tube is divided into two compartments by vertical bulkheads.

The B-3 raft has two accessory containers in the center of each of the side walls and one container on the floor of the raft. It is equipped with oarlocks to facilitate rowing.

This raft is used largely on two-place attack bombers and reconnaissance airplanes. Occasionally it is installed on heavier airplanes to supplement five-man rafts. It is stowed in a carrying case which can be placed in any convenient location in the airplane.

IT CONTAINS THE FOLLOWING ACCESSORIES:

One carbon dioxide inflation cylinder with pull cable release	Emergency rations
One pair of oars	Drinking water
One hand pump	One sea anchor
One pyrotechnic pistol and six flares	One bailing cup
One pneumatic raft repair kit	One set of wood bullet-hole repair plugs

CHARACTERISTICS:

Raft capacity.....	approximately 500 pounds (2 persons)
Raft weight, empty.....	approximately 18 pounds
Total weight, with accessories.....	approximately 34 pounds
Raft dimensions, inflated.....	approximately 78 inches long by 40 inches wide
Dimensions of carrying case.....	approximately 12 by 12 by 32 inches
Cylinder capacity.....	approximately 1 1/4 pounds carbon dioxide (57 cubic inches)

ARMY

A. E. REFERENCE NUMBER: 45-8350

SPECIFICATIONS:

General.....	94-40234
Detail.....	94-40235-C
Superseded.....	94-40235-B

TYPE DESIGNATION: B-3

A. S. C. STOCK NUMBER: 6600-662500

TECHNICAL ORDER NUMBER: 04-15-2

PRODUCTION STATUS: Not under procurement for initial installation. Superseded by and interchangeable with the B-4 raft, A. E. Reference Number 45-8375, because bladder-type rafts are obsolete.

SHIPPING DATA: Shipped complete with accessories.

NAVY

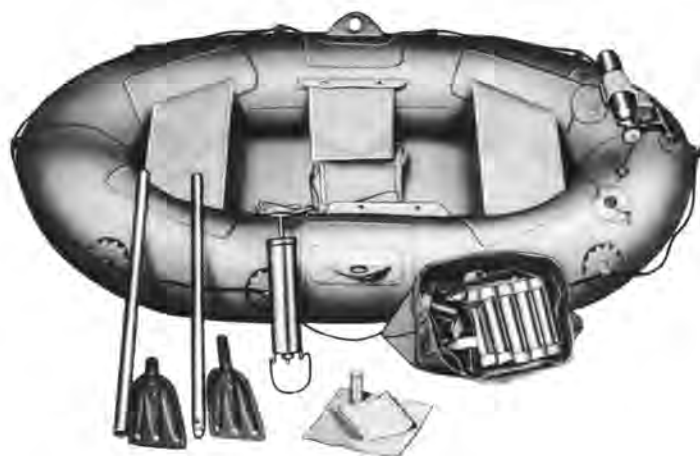
TYPE DESIGNATION: There is no Navy equivalent for this item.

BRITISH

BRITISH REFERENCE NUMBER: 127C/16



LIFE RAFTS MISCELLANEOUS EQUIPMENT SECTION



RAFT—LIFE

ARMY TYPE B-4
NAVY TYPE S MARK II

NAMES: Life raft
Pneumatic raft
Two-man life raft

DESCRIPTION: The B-4 raft consists of a fabric floor cemented to a rubberized fabric flotation tube which is divided into two compartments by horizontal bulkheads. The Navy raft is similar except that the front comes to a point.

This raft has two accessory containers in the center of each of the side walls and one on the floor of the raft. It is equipped with oarlocks to facilitate rowing.

The B-4 raft is used largely on two-place attack bombers and reconnaissance airplanes.

Occasionally it is installed on heavier airplanes to supplement five-man rafts. It is stowed in a carrying case which can be placed in any convenient location in the airplane.

IT CONTAINS THE FOLLOWING ACCESSORIES:

One carbon dioxide inflation cylinder with pull cable release. One pyrotechnic pistol and six flares. One hand pump. One pneumatic raft repair kit. One pair of oars, 4 feet. Knife. Whistle. Match holder with compass	Ration kits. Drinking water. One sea anchor. One bailing cup. One set of wood bullet-hole repair plugs. Signalling mirror. Fishing kit. Fish spear (Navy). Pyrotechnic signalling kit.
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CHARACTERISTICS:

Raft capacity Raft weight, empty Total weight, with accessories Raft dimensions, inflated Dimensions of carrying case Cylinder capacity	approximately 500 pounds (2 persons) approximately 18 pounds approximately 34 pounds approximately 78 inches long by 42 inches wide approximately 12 by 12 by 32 inches. approximately 1 1/4 pounds carbon dioxide (57 cubic inches)
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ARMY

A. E. REFERENCE NUMBER: 45-8375

SPECIFICATIONS:

General 40418
Detail 40419

TYPE DESIGNATION: B-4

A. S. C. STOCK NUMBER: 6600-662600

TECHNICAL ORDER NUMBER: 04-15-2

PRODUCTION STATUS: Not under procurement for initial installation. Supersedes and is interchangeable with the B-3 raft, A. E. Reference Number 45-8350, because of the change from bladder type rafts. The A-3, four-man raft, A. E. Reference Number 45-8325, is being used in preference to the two-man raft.

SHIPPING DATA: Shipped complete with accessories.

NAVY

TYPE DESIGNATION: Type S Mark II

SPECIFICATIONS:

General M-3Q
Superseded M-3P

F. S. S. C. STOCK NUMBER: R83-R-15510

TECHNICAL NOTE NUMBER: 6-43

PROCUREMENT STATUS: Under procurement

BRITISH

REFERENCE NUMBER: 127C/72

**CHARACTERISTICS:**

Raft capacity approximately 1000 pounds
 (4 to 5 persons)
 Raft weight, empty approximately 27 pounds
 Total weight, with
 accessories approximately 50 pounds
 Raft dimensions,
 inflated approximately 9 feet long
 by 5 feet wide
 Dimensions of carry-
 ing case approximately 13 by 13 by
 36 inches
 Cylinder capacity approximately 3 1/4 pounds
 carbon dioxide (147 cubic
 inches)

ARMY

A. E. REFERENCE NUMBER: 45-8300

SPECIFICATIONS:

General 94-40234
 Detail 94-40240-B
 Superseded 94-40240-A

TYPE DESIGNATION: A-2

A.S.C. STOCK NUMBER: 6600-661000

TECHNICAL ORDER NUMBER: 04-15-2

PRODUCTION STATUS: Not under procurement
 for initial installation. Superseded and inter-
 changeable with type A-3 raft, A. E. Reference
 Number 45-8325, because bladder-type rafts are
 obsolete.

SHIPPING DATA: Shipped complete with acces-
 sories.

NAVY

There is no Navy equivalent for this item.

BRITISH

REFERENCE NUMBER: 127C/3



RAFT—LIFE

ARMY TYPE A-2

NAMES: Life raft
 Pneumatic life raft
 Pneumatic raft

DESCRIPTION: The A-2 life raft consists of a fabric floor cemented to a flotation tube which contains an inner rubber bladder. The flotation tube is divided into two compartments by vertical bulkheads.

Four accessory pockets are arranged along the inner wall of the raft. It is equipped with oarlocks to facilitate rowing.

This raft is used on bomber and cargo airplanes equipped with compartments for its automatic ejection. The cable which opens the inflation valve also opens the escape door on the outside wall of the airplane to release the raft. On airplanes without a built-in compartment, the raft is stowed in a carrying case.

**IT CONTAINS THE FOLLOWING ACCESSORIES:**

One carbon dioxide inflation cylinder with pull cable release
 Three cans of sea marker
 One floating flashlight
 One paulin, 7 by 11 feet
 One paulin, 5 feet eight inches by 6 feet four inches
 Two fishing kits
 Nine boxes of type K ration kits
 Seven cans of drinking water
 One Boy Scout knife
 One signalling mirror
 One match box with compass
 One police whistle
 One first aid aeronautical kit
 One pyrotechnic pistol with five distress signals
 Three 54-inch oars
 One hand pump
 One pneumatic raft repair kit
 One bailing bucket
 Four wood bullet-hole repair plugs
 Forty feet of cord
 One package sunburn lotion



RAFT—LIFE

ARMY TYPE A-3 NAVY TYPE S MARK IV

NAMES: Life raft
Five-man life raft
Multi-place life raft
Pneumatic life raft
Pneumatic raft

DESCRIPTION: The A-3 life raft consists of a fabric floor cemented to a rubberized fabric flotation tube divided into two compartments by horizontal bulkheads. The Navy raft is similar, except that the front end comes to a point.

The raft has two accessory pockets in the forward end, and an accessory container held by straps which are attached to the center of the raft floor. An oarlock in the rear is provided for an oar when used as a rudder. An attachment in front serves to hold an oar upright when used as a mast.

The E-2 raft is used in bomber and cargo airplanes equipped with compartments for its automatic ejection. The cable which opens the inflation valve also opens the escape door on the outside wall of the airplane to release the raft. On Army airplanes without a built-in compartment, the raft is stowed in a carrying case. On all Navy airplanes the raft is stored in a carrying case.



IT CONTAINS THE FOLLOWING ACCESSORIES:

- One carbon dioxide inflation cylinder with pull cable release
- Three cans of sea marker
- One flashlight
- One paulin, 7 by 11 feet (Army)
- One paulin, used as a sail
- One police whistle
- One first aid aeronautical kit
- One pyrotechnic signal kit
- Three oars
- Two fishing kits
- One fish spear (Navy)
- Ration kits
- Drinking water
- One Boy Scout knife
- One signalling mirror
- One match box with compass
- One hand pump
- One pneumatic raft repair kit
- One bailing bucket
- Four wood bullet-hole repair plugs
- Forty feet of cord
- One package sunburn lotion (Army)

CHARACTERISTICS:

Raft capacity	approximately 1000 pounds (4 to 5 persons)
Raft weight, empty	approximately 36 pounds
Total weight, with accessories	approximately 65 pounds
Raft dimensions, inflated	approximately 9 feet 2 inches long by 5 feet wide
Dimensions of carrying case	approximately 16 by 16 by 36 inches
Cylinder capacity	approximately 3 1/4 pounds carbon dioxide (147 cubic inches)

ARMY

A. E. REFERENCE NUMBER: 45-8325

SPECIFICATIONS:

General	94-40280
Detail	94-40420
Superseded	40420-A

TYPE DESIGNATION: A-3

A.S.C. STOCK NUMBER: 6600-661100

TECHNICAL ORDER NUMBER: 04-15-2

PRODUCTION STATUS: Under procurement. The A-3 raft supersedes and is interchangeable with the A-2 raft, A. E. Reference Number 45-8300, because of the change from bladder type rafts with vertical bulkheads.

SHIPPING DATA: Shipped complete with accessories.

NAVY

TYPE DESIGNATION: Type S Mark IV

SPECIFICATIONS:

General	M-3Q
Superseded	M-3P

A.S.O. STOCK NUMBER: R83-R-15530

TECHNICAL NOTE NUMBER: 6-43

PROCUREMENT STATUS: Under procurement.

BRITISH

REFERENCE NUMBER: 127C 64





RAFT—LIFE

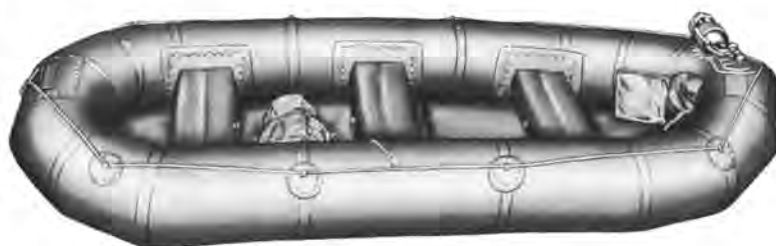
ARMY TYPE E-2 NAVY TYPE S MARK VII

NAMES: Life raft
Multi-place life raft
Pneumatic life raft
Seven-man life raft

DESCRIPTION: The E-2 life raft consists of a fabric floor cemented to a rubberized fabric flotation tube divided into two compartments by horizontal bulkheads. The Navy raft is similar except that the front end comes to a point.

The raft has two accessory pockets in the forward end, and an accessory container held by straps which are attached to the center of the raft floor. An oarlock in the rear is provided for an oar, when used as a rudder. An attachment in front serves to hold an oar upright when used as a mast.

The E-2 raft is used on bomber and cargo airplanes equipped with compartments for its automatic ejection. The cable which opens the inflation valve also opens the escape door on the outside wall of the airplane to release the raft. On Army airplanes without a built-in compartment, the raft is stowed in a carrying case. On all Navy airplanes the raft is stored in a carrying case.



IT CONTAINS THE FOLLOWING ACCESSORIES:

- One carbon dioxide inflation cylinder with pull cable release
- Three cans of sea marker
- One flashlight
- One paulin, 7 by 11 feet
- One paulin, used as a sail
- One police whistle
- One first aid aeronautical kit
- One match box with compass
- One pyrotechnic signal kit
- Three oars
- Two fishing kits
- One fish spear (Navy)
- Ration kits
- Drinking water
- One Boy Scout knife
- One signalling mirror
- One hand pump
- One pneumatic raft repair kit
- One bailing bucket
- Four wood bullet-hole repair plugs
- Forty feet of cord
- One package sunburn lotion (Army)

CHARACTERISTICS:

Raft capacity approximately 2500 pounds
(6 to 7 persons)
Raft weight, empty approximately 55 pounds.
Total weight, with
accessories approximately 105 pounds
Raft dimensions,
inflated approximately 12 feet long
by 5 feet 8 inches wide
Dimensions of carry-
ing case approximately 36 inches by
19 inches
Capacity of cylinder approximately 5 pounds
carbon dioxide

ARMY

A. E. REFERENCE NUMBER: 45-8415

SPECIFICATIONS:

General 04-40280
Detail 40618

TYPE DESIGNATION: E-2

TECHNICAL ORDER NUMBER: 04-15-2

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped complete with accessories.

NAVY

TYPE DESIGNATION: Type S Mark VII

SPECIFICATIONS:

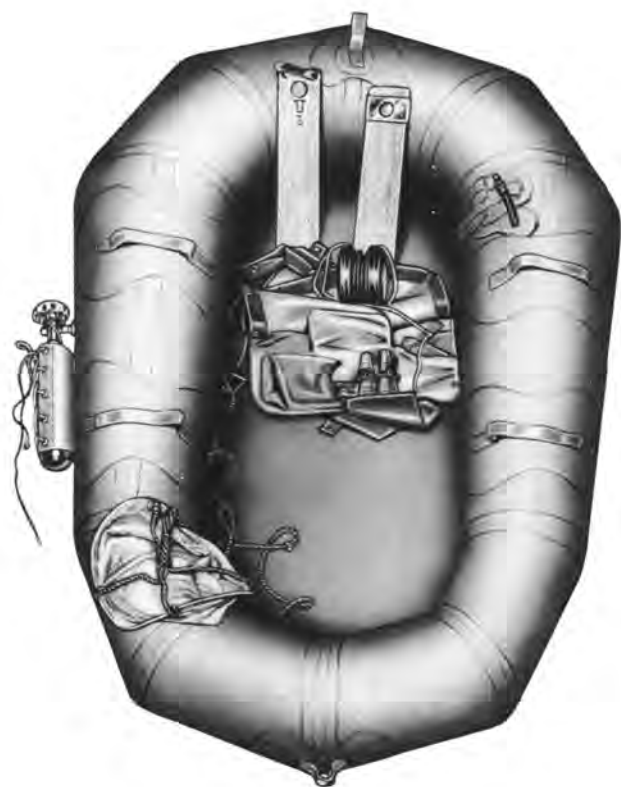
General M-3Q
Superseded M-3P

A. S. O. STOCK NUMBER: R83-R-15570

TECHNICAL NOTE NUMBER: 6-43

PROCUREMENT STATUS: Under procurement.





DINGHY—ONE MAN

BRITISH TYPE K

NAMES:

One-man dinghy	One man parachute type life raft
Life raft	Parachute type life raft
One-man life raft	Pneumatic life raft

DESCRIPTION: This British type K, one-man dinghy, is almost identical in appearance and construction to the American one-man life raft, AN6520-1. It is contained in a parachute pack which can either be placed on the pilot's seat or fastened to his parachute harness.

The inflation cylinder has a built-in hand valve. The raft is equipped with a tube for either oral inflation, or inflation with a bellows-type pump, which is included among its accessories.

CHARACTERISTICS:

Dinghy capacity.....	approximately 250 pounds (1 person)
Total weight, with accessories.....	approximately 16 pounds
Dinghy dimensions, inflated.....	approximately 66 inches
Dinghy in parachute pack, deflated.....	approximately 15 by 14 by 3½ inches
Cylinder capacity.....	approximately 10¾ ounces carbon dioxide

ARMY

A. E. REFERENCE NUMBER: 45-3660

PRODUCTION STATUS: The complete dinghy is manufactured in England and is shipped here for installation on aircraft intended for delivery to Great Britain.

SHIPPING DATA: Shipped complete with accessories.

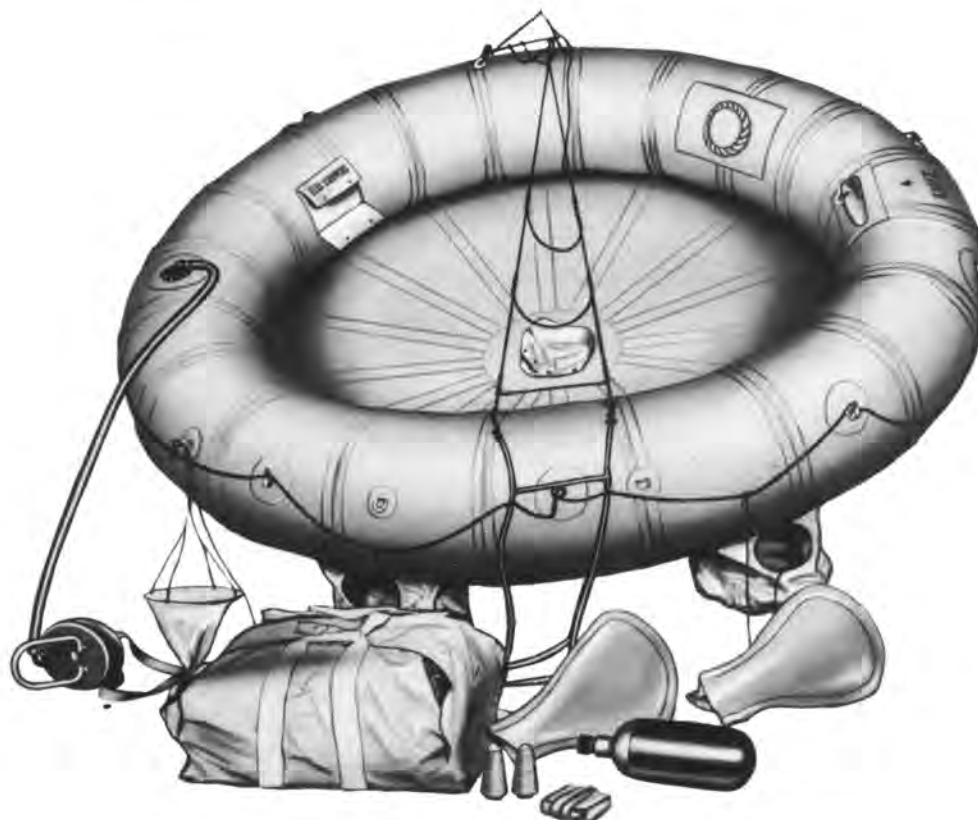
BRITISH

REFERENCE NUMBER: This raft in seat pack 27C/1921.
 This raft in back pack 27C/1922.

IT CONTAINS THE FOLLOWING ACCESSORIES:

One carbon dioxide inflation cylinder with hand valve
 Topping-up bellows
 Bailing cup, called "bailer"
 Sea anchor, called "drogue"
 Two rubber bullet-hole plugs, called "leak stoppers"
 Sail
 Rations





DINGHY

BRITISH TYPE H MARK III

NAMES: Collapsible dinghy
Life raft

Pneumatic life raft
Pneumatic raft

DESCRIPTION: The British type H mark III life raft is circular in shape and the flotation tube is constructed with vertical bulkheads.

In an airplane the raft is stowed in a built-in compartment which provides for its automatic ejection. It inflates when the immersion switch which opens the cylinder valve makes contact with the sea water.

IT CONTAINS THE FOLLOWING ACCESSORIES:

One carbon dioxide inflation cylinder with immersion switch
Bellows type pump, called "topping-up bellows"
One can of sea marker
Sea anchor, called "drogue"
Bailing cup, called "bailer"
Signal pistol and flares

Glove-type paddles
Two rubber bullet-hole plugs, called "leak stoppers"
One pneumatic raft repair kit
Knife
Emergency rations
First aid kit

CHARACTERISTICS:

Raft capacity 5 persons
Raft diameter approximately 8 feet
Cylinder capacity approximately 3 $\frac{2}{3}$ pounds carbon dioxide

ARMY

A. E. REFERENCE NUMBER: 45-3640

PRODUCTION STATUS: The complete dinghy is manufactured in England and is shipped here for installation on aircraft intended for delivery to Great Britain.

SHIPPING DATA: Shipped complete with accessories.

BRITISH

REFERENCE NUMBER: 27C/1879

**CHARACTERISTICS:**

Raft capacity approximately 900 pounds
 (5 persons)
 Raft weight, empty approximately 43 pounds
 Total weight, with
 accessories approximately 82 pounds
 Raft dimensions,
 inflated approximately 10 feet long
 by 5 feet wide
 Dimensions of carry-
 ing case approximately 14 by 14 by
 34 inches
 Cylinder capacity approximately 3 1/4 pounds
 carbon dioxide

ARMY

A. E. REFERENCE NUMBER: 45-3635

PRODUCTION STATUS: Under procurement.
 Manufactured according to Navy specification
 M-3Q, with slight modifications, for installation
 on aircraft intended for delivery to Great Britain.

SHIPPING DATA: Shipped complete with acces-
 sories.

NAVY

TYPE DESIGNATION: Mark IV type A.

SPECIFICATIONS:

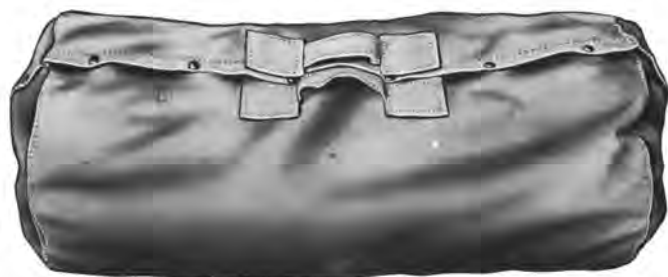
General M-3Q
 Superseded M-3P

TECHNICAL NOTE NUMBER: 6-43 54-42

PROCUREMENT STATUS: Not procured for ini-
 tial installation because the automatic inflation
 raft is obsolete.

BRITISH

REFERENCE NUMBER: 127C/4

**DINGHY****NAVY TYPE MARK IV TYPE A**

NAMES: Collapsible dinghy
 Life raft
 Pneumatic life raft
 Pneumatic raft

DESCRIPTION: The Navy Mark IV type A
 dinghy is shaped like a life boat. The flota-
 tion tube is made of rubberized fabric with
 horizontal bulkheads. This life raft does
 not have an inner bladder.

In an airplane, the raft is stowed in a
 built-in compartment which provides for its
 automatic ejection. It inflates when the
 immersion switch which opens the cylinder
 valve makes contact with the sea water.

**IT CONTAINS THE FOLLOWING ACCES-
 SORIES:**

One carbon dioxide inflation cylinder with immer-
 sion switch
 One pair of oars
 One hand pump
 Two sails, 56 inches square
 One fishing kit
 Compass
 Equipment for firing smoke grenades
 Boy Scout knife
 Reflector for signalling
 Whistle
 Pneumatic raft repair kit
 Four sets of wood bullet-hole repair plugs
 First aid kit
 Emergency rations
 Drinking water
 One can of sea marker
 Twenty-five foot cord

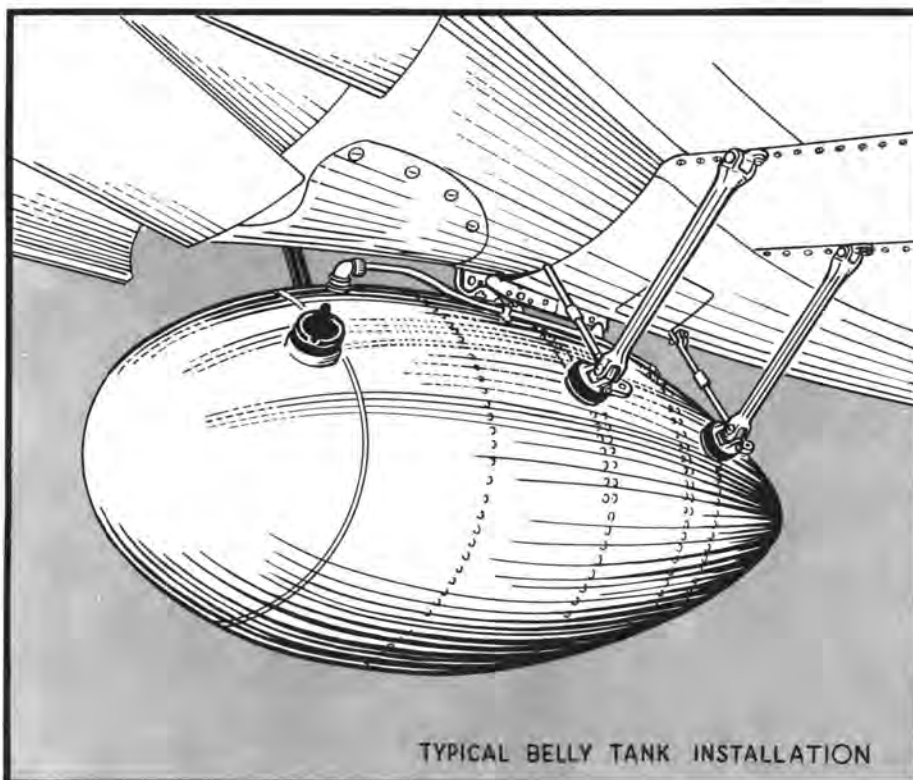


AUXILIARY FUEL TANKS

Auxiliary fuel tanks are used to increase the normal operating range of an airplane in cases where a loss in speed or maneuverability is not an appreciable factor.

Some auxiliary tanks, known as droppable tanks, are streamlined to minimize drag, and are slung externally to enable the pilot to release the tank upon going into combat or in case of emergency. In such cases, usually on fighter aircraft, the tank or tanks are supported on bomb shackles installed on wing or fuselage bomb racks. Droppable tanks may be made of steel, aluminum, plywood, or a combination of these materials, and are usually not bullet-proof.

Auxiliary tanks on bombers are usually installed internally on bomb shackles in the airplane bomb bay. These tanks are made of steel or aluminum or are of what is known as "bullet-proof" construction. Such tanks are not actually bullet-proof but are so constructed as to be self-sealing after penetration, so as to prevent loss of fuel and the escape of dangerous vapor, which might constitute a hazard. The self-sealing type of tank varies in construction details, depending upon the manufacturer, but essentially consists of an inner layer of synthetic rubber backed by alternate layers of rubber and cord fabric forming a bag contained in a non-metallic shell. The synthetic rubber liner is gasoline resistant and leak-tight. When struck by a projectile, the rubber layers come in contact with gasoline, which causes them to swell and seal the puncture. The cord fabric and non-metallic shell provide the necessary strength and rigidity to carry the load of fuel and to withstand the destructive effect of gunfire. Self-sealing tanks are repairable after being subjected to gunfire.



TYPICAL BELLY TANK INSTALLATION



TANK—175 GALLON DROPPABLE FUEL

NAMES: 175 gallon droppable fuel tank
 175 gallon auxiliary fuel tank
 175 gallon combat extension jettisonable tank

DESCRIPTION: This droppable fuel tank is used to increase the normal maximum range of an airplane. It was designed for installation on the P-39 airplane. One tank is installed under the fuselage on bomb shackles and is dropped in the same manner as bombs. Welded low carbon steel sheeting is used in the construction of these wedge shaped tanks.

CHARACTERISTICS:

Dimensions approximately 6 feet 8 inches long by 3 feet 6 inches wide tapering 2 feet deep at the forward end to 3 inches at the rear

Weight approximately 155 pounds

Capacity approximately 175 gallons

ARMY

A. E. REFERENCE NUMBER: 45-9455
 PRODUCTION STATUS: Under procurement.
 SHIPPING DATA: Shipped as a complete unit.

NAVY

There is no Navy equivalent for this item.

ALL MODELS BELOW ARE INTERCHANGEABLE
Models are used in services as noted in column 4
A-Army, N-Navy, B-British

Manufacturer	Manufacturer's Model Identification	Manufacturer's Drawing Number	Used By	A. E. Reference Number	Construction	Remarks
Mackenzie Muffler Co.	300A	300A	A	45-9455	Low carbon steel sheeting	
Motors Metal Manufacturing Co.	1934	1934	A	45-9480	Low carbon steel sheeting	Can also be installed on P-63



TANK—175 GALLON DROPPABLE FUEL

NAMES: 175 gallon droppable fuel tank
 175 gallon auxiliary fuel tank
 175 gallon combat extension jettisonable tank

DESCRIPTION: This droppable fuel tank is used to increase the normal maximum range of an airplane. It was designed for installation on the P-39 and P-63 airplanes. One tank is installed under the fuselage, on bomb shackles, and is dropped in the same manner as bombs. Welded low carbon steel sheeting is used in the construction of these wedge shaped tanks.

CHARACTERISTICS:

Dimensions	approximately 6 feet long by 3 feet 6 inches wide tapering 2 feet deep at the forward end to 7 inches at the rear.
Weight	approximately 150 pounds
Capacity	approximately 175 gallons

ARMY

A. E. REFERENCE NUMBER: 45-9480
MANUFACTURER'S DRAWING NUMBER: Motors Metal Manufacturing Company 1934
PRODUCTION STATUS: Under procurement.
SHIPPING DATA: Shipped as a complete unit.

NAVY

There is no Navy equivalent for this item.



TANK — 300 GALLON DROPPABLE FUEL

NAMES: 300 gallon droppable fuel tank
 300 gallon auxiliary fuel tank
 300 gallon combat extension jettisonable tank

DESCRIPTION: This droppable fuel tank is used to increase the normal maximum range of an airplane. It was designed for external installation on the P-38 airplane. Usually one tank is suspended from the bomb shackles under each wing and is dropped in the same manner as bombs. Aluminum or plywood is used in the construction of these tanks, the seams of the aluminum type being flush welded.

CHARACTERISTICS:

Dimensions	approximately 13 by 3 by 3 feet
Weight	approximately 140 pounds
Capacity	approximately 300 gallons

ARMY

A. E. REFERENCE NUMBER: 45-9465
 MANUFACTURER'S DRAWING NUMBER: Lockheed Aviation Corporation 194645
 A. S. C. STOCK NUMBER: 0112-194645
 PRODUCTION STATUS: Under procurement.
 SHIPPING DATA: Shipped as a complete unit.

NAVY

There is no Navy equivalent for this item.



TANK—250 GALLON BOMB BAY METAL

NAMES: 250 gallon bomb bay metal tank
Auxiliary bomb bay metal tank
Bomb bay metal tank

Bomb bay metal (250 gallon) tank
Rear bomb bay auxiliary fuel tank

DESCRIPTION: The bomb bay metal fuel tank is used to increase the normal maximum range of an airplane. It was designed for installation on the B-26 airplane. Usually one tank is installed in each side of the front bomb bay, on bomb shackles, and is dropped in the same manner as bombs. The tank is made of duralumin with a fitting for a liquidometer (fuel gage).

CHARACTERISTICS:

Dimensions approximately 67 by 47 by 22 inches
Weight approximately 125 pounds
Capacity approximately 250 gallons

ARMY

A. E. REFERENCE NUMBER: 45-9470

A. S. C. STOCK NUMBER: 0121-SK-17886

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit.

NAVY

There is no Navy equivalent for this item.

**ALL MODELS BELOW ARE INTERCHANGEABLE
Models are used in services as noted in column 4
A-Army, N-Navy, B-British**

Manufacturer	Manufacturer's Model Identification	Manufacturer's Drawing Number	Used By	Air Service Command Stock Number	A. E. Reference Number	Construction	Remarks
Glenn L. Martin Aviation Corp.	SK-17886	R-262791 R-262792	A	0121-SK-17886	45-9470	Duralumin	
Goodyear Tire & Rubber Co.	2F1-6-2476	2F1-6-2476	A	0121-2F1-6-2476	45-9500	Rubber and fiber	Capacity—260 gallons.
Motors Metal Manufacturing Co.	1847	1847	A	0121-1847	45-9475	Low carbon steel sheeting	



TANK—250 GALLON BOMB BAY METAL

NAMES: 250 gallon bomb bay metal tank
Rear bomb bay auxiliary fuel tank
Auxiliary bomb bay metal tank

DESCRIPTION: The bomb bay metal fuel tank is used to increase the normal maximum range of an airplane. It was designed for installation in the B-26 airplane. Usually, one tank is installed in each side of the front bomb bay, on bomb shackles, and is dropped in the same manner as bombs.

Silver-soldered low carbon steel sheeting is used in the construction of these rectangular tanks.

CHARACTERISTICS:

Dimensions	approximately 67 by 47 by 22 inches
Weight	approximately 157 pounds
Capacity	approximately 250 gallons

ARMY

A. E. REFERENCE NUMBER: 45-9475
A. S. C. STOCK NUMBER: 0121-1847
PRODUCTION STATUS: Under procurement.
SHIPPING DATA: Shipped as a complete unit.

NAVY

There is no Navy equivalent for this item.

ALL MODELS BELOW ARE INTERCHANGEABLE
Models are used in services as noted in column 4
A-Army, N-Navy, B-British

Manufacturer	Manufacturer's Model Identification	Manufacturer's Drawing Number	Used By	Air Service Command Stock Number	A. E. Reference Number	Construction	Remarks
Motors Metal Manufacturing Co.	1847	1847	A	0121-1847	45-9475	Low carbon steel sheeting	
Glenn L. Martin Aviation Corp.	SK-17886	R-262791 R-262792	A	0121-SK-17886	45-9470	Duralumin	
Goodyear Tire & Rubber Co.	2F1-6-2476	2F1-6-2476	A	0121-2F1-6-2476	45-9500	Rubber and fiber	Capacity—260 gallons.



TANK—260 GALLON BOMB BAY NON-METALLIC SELF SEALING

NAMES: 260 gallon bomb bay non-metallic self sealing tank
Bomb bay fuel tank
Bomb bay self sealing tank

DESCRIPTION: The bomb bay non-metallic self-sealing fuel tank is used to increase the normal maximum range of an airplane. It was designed for installation on the B-26 airplane. Usually one tank is installed in each side of the front bomb bay on bomb shackles, and is dropped in the same manner as bombs. The tank is rectangular and is lined with a synthetic rubber liner.

CHARACTERISTICS:

Dimensions	approximately 75 by 45 by 23 inches
Weight	approximately 272 pounds
Capacity	approximately 260 gallons

ARMY

A. E. REFERENCE NUMBER: 45-9500

SPECIFICATIONS:

Detail	28419-C
Superseded	28419-B

MANUFACTURER'S DRAWING NUMBER: Goodyear Tire & Rubber Company 2F1-6-2476

A. S. C. STOCK NUMBER: 0121-2F1-6-2476

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit.

NAVY

There is no Navy equivalent for this item.

ALL MODELS BELOW ARE INTERCHANGEABLE
Models are used in services as noted in column 4
A-Army, N-Navy, B-British

Manufacturer	Manufacturer's Model Identification	Manufacturer's Drawing Number	Used By	Air Service Command Stock Number	A. E. Reference Number	Construction	Remarks
Goodyear Tire & Rubber Co.	2F1-6-2476	2F1-6-2476	A	0121-2F1-6-2476	45-9500	Rubber and fiber	
Glenn L. Martin Aviation Corp.	SK-17886	R-262791 R-262792	A	0121-SK-17886	45-9470	Duralumin	Capacity—250 gallons.
Motors Metal Manufacturing Co.	1847	1847	A	0121-1847	45-9475	Low carbon steel sheeting	Capacity—250 gallons.



TANK—400 GALLON BOMB BAY NON-METALLIC SELF SEALING

NAMES: 400 gallon bomb bay non-metallic self-sealing tank
Bomb bay fuel tank
Bomb bay fuel cell
Bomb bay self-sealing tank

DESCRIPTION: The bomb bay non-metallic self-sealing fuel tank is used to increase the range of the B-24 airplane. It is installed on the front and rear bomb bays and is mounted as a fixed installation. This tank is lined with synthetic rubber. It is rectangular and is shaped to fit the contour of the airplane.

CHARACTERISTICS:

Dimensions.....approximately 76 by 58 by 26 inches
Weight.....approximately 365 pounds
Capacity.....approximately 400 gallons

ARMY

A. E. REFERENCE NUMBER: 45-9525

SPECIFICATIONS:

Detail.....28419-C
Superseded.....28419-B

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit.

NAVY

There is no Navy equivalent for this item.

ALL MODELS BELOW ARE INTERCHANGEABLE
Models are used in services as noted in column 4
A-Army, N-Navy, B-British

Manufacturer	Manufacturer's Model Identification	Manufacturer's Drawing Number	Used By	Air Service Command Stock Number	Material Made of
Goodyear Tire & Rubber Co.	B-24	2F1-6-2031	A	0102-2F1-6-2031	Rubber and fiber
B. F. Goodrich Co.	B-24	E-275	A	0102-E-275	Rubber and fiber



GLIDER TOWLINES

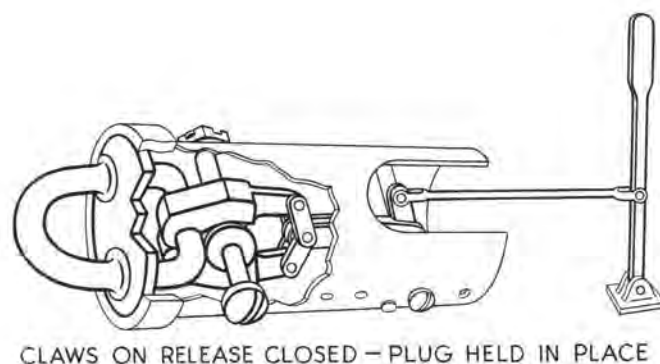
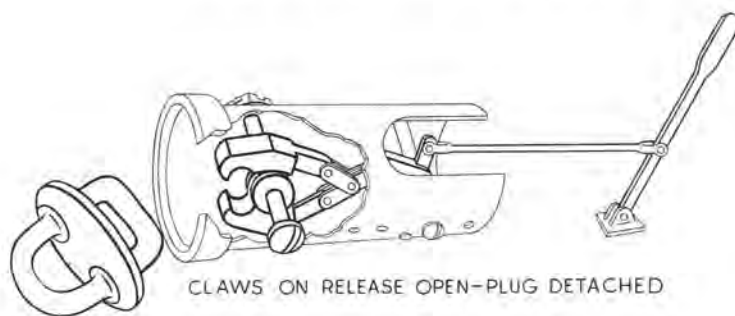
An airplane tows a glider or gliders by means of a towline assembly consisting of nylon rope with thimbles and rings, release plugs, swing links, and release mechanisms on the airplane and glider.

Nylon rope is used because it is light in weight and is elastic and tough. In towing more than one glider, individual towlines are of unequal length to minimize the possibility of flight collisions. Where the rope has a small diameter, as used in towing two- or three-place gliders, three lengths are provided. In larger diameters, as used in towing 9- and 15-place gliders, a long rope is cumbersome; therefore, one or more shorter extensions are added to a towline to vary the lengths, for towing two or three gliders from a single airplane. When multiple towlines are used they are connected to the airplane by a single lead rope.

Both ends of a towline, as supplied by the manufacturer, are fitted with a metal thimble and ring. Ropes for replacement of worn or damaged towlines are supplied without these fittings. For multiple towing, the various lengths of towline are connected by a swing link. This is a metal fitting shaped like a figure 8 and pivoted in the center. The ends open easily for attachment, and remain locked under tension of tow.

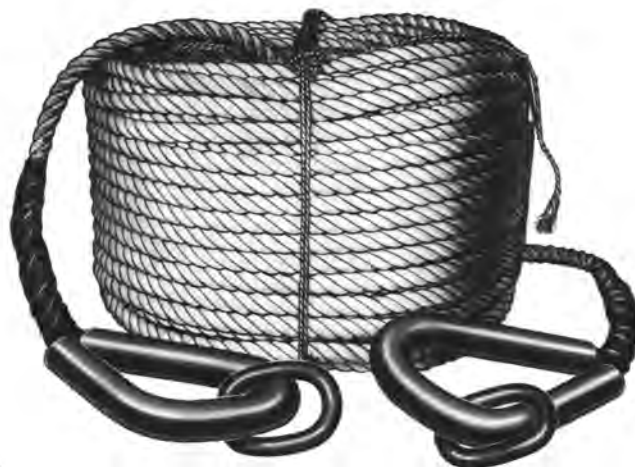
A glider is released from the towing airplane by the glider pilot. After releasing a glider, the airplane continues its flight and drops the towline where it may be recovered.

The release mechanism consists of a barrel-shaped fitting with a pair of claws at one end. The claws are operated by a lever at the pilot's end of the fitting. In towing, the claws clamp on one end of a release plug, the other end of which is attached to the towline by a swing link. Opening of the claws releases the plug and drops the towline.





GLIDER TOWLINES MISCELLANEOUS EQUIPMENT SECTION



TOWLINES — GLIDER

NAMES: Glider towlines
Glider rope assemblies
Glider ropes
Glider towline assemblies

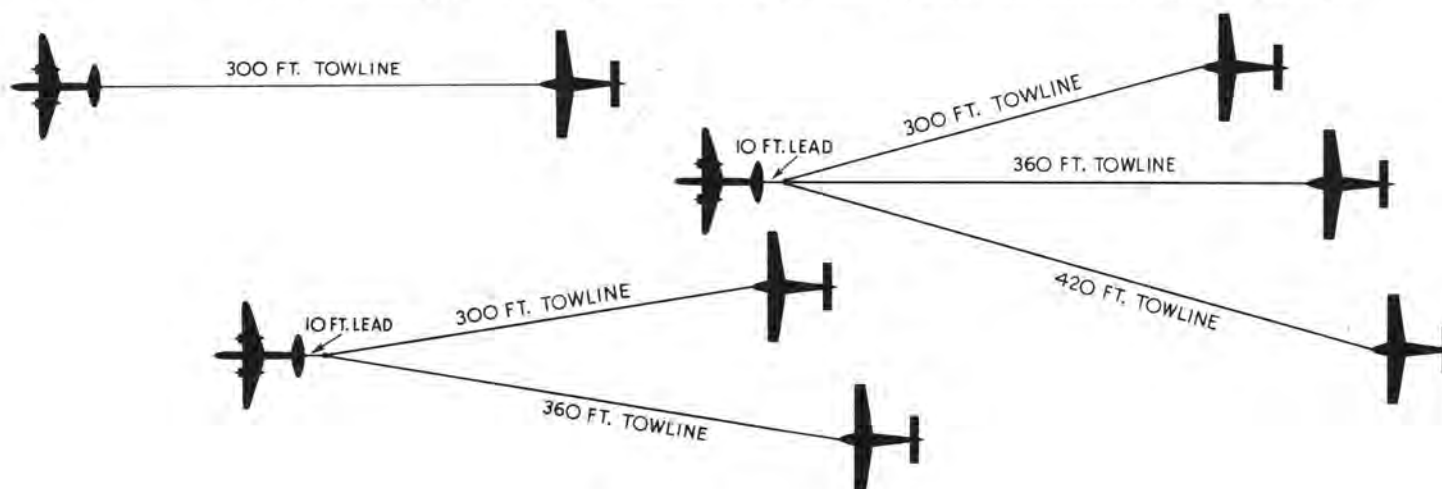
Glider tows
Rope assembly—for gliders
Towline assembly

Diameter of Rope (Inches)	A. E. Reference Number	A. S. C. Stock Number	Approx. Length (Feet)	Approx. Weight (Pounds)	Description and Use of Towline	Type and Capacity of Glider	Part	End Fittings A. E. Reference Number
1/4	45-8661	4500-742100	300	10½	Single towline	Training, 2- or 3-place	Thimble Ring	45-8664 45-8665
	45-8662	4500-742125	360	12	When towing two gliders. Other glider has 300-foot towline. Both towlines attached to 10-foot lead.			
	45-8663	4500-742150	420	13¼	When towing three gliders. Other gliders have 300 and 360-foot towlines respectively. All towlines attached to 10-foot lead.			
	45-8666		10	4¼	Lead line for multiple towing			
1/2	45-8672		350	36	Single towline	Cargo, 9-place	Thimble Links	45-8673 45-8684 and 45-8675
	45-8671		75	14	Extension lines. Added to 350-foot towlines for multiple towing.	Cargo, 9-place	Thimble Link	45-8673 45-8684
	45-8670		15	9	Lead line for multiple towing			
11/16	45-8682	4500-742125	350	57	Single towline	Cargo, 15-place	Thimble Link	45-8683 45-8684
	45-8681	4500-742275	75	18½	Extension lines. Added to 350-foot towlines for multiple towing.			
	45-8680		15	10	Lead line for multiple towing			

DESCRIPTION: A glider towline connects a glider or gliders to an airplane. It consists of a nylon rope with a metal thimble and link at each end, which are attached to the release mechanism and which may be released by either the airplane or the glider, or both.

For multiple towing, varying towline lengths are used to prevent the gliders from colliding. The individual lines are connected to a single 10 or 15-foot lead line which connects to the release on the airplane. Thus an airplane must release all gliders simultaneously in case of necessity while each glider may be released individually from the glider end.

In the 1/4 inch type for towing two- and three-place training gliders, three different lengths are provided.



(Continued on page 184)



GLIDER TOWLINES MISCELLANEOUS EQUIPMENT SECTION

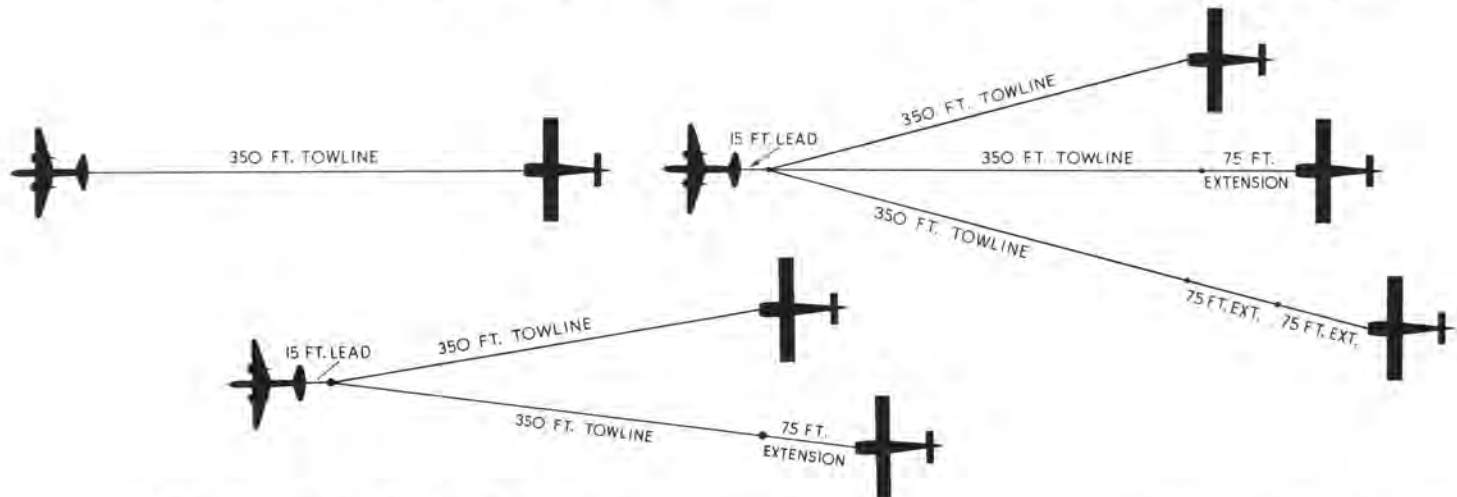
(Continued from page 183)

TOWLINES — GLIDER

For the multiple towing of cargo gliders 75-foot extensions are added to the 350-foot towlines as necessary to space the gliders in the $\frac{1}{2}$ inch and $\frac{11}{16}$ inch ropes.

For towing two gliders, a 75-foot extension is connected on one of the towlines, providing a 425-foot towline for the second glider.

For towing three gliders, a 75-foot extension is connected on one of the towlines, providing a 425-foot towline for the second glider, and two 75-foot extensions are connected to one of the towlines, providing a 500-foot towline for the third glider. In this manner, the middle glider is spaced 75 feet behind the first glider and 75 feet ahead of the rear glider.



RELATIONSHIP OF PARTS: Used with:

$\frac{1}{4}$ inch swing link, A. E. Reference Number 45-7715 (for $\frac{1}{4}$ inch diameter towlines) or $\frac{3}{4}$ inch swing link, A. E. Reference Number 45-7710 (for $\frac{1}{2}$ and $\frac{11}{16}$ inch diameter and two release plugs, A. E. Reference Number 45-8230, one glider release, A. E. Reference Number 45-8525 and one airplane release, A. E. Reference Number 45-8500.

ARMY

A. E. REFERENCE NUMBER: See chart.

SPECIFICATIONS:

General

A. A. F. DRAWING NUMBER: 43D537, for nine-place glider
43D536, for fifteen-place glider

16130

43D538, for two-place glider

A. S. C. STOCK NUMBER: See chart.

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped complete with end fittings.

NAVY

There is no Navy equivalent for this item.

ROPE — NYLON

NAMES: Nylon rope,
Nylon glider rope
Replacement nylon rope

DESCRIPTION: These nylon ropes are used as replacements for worn or damaged glider towlines. They are supplied without the thimbles and links which must be attached to their ends before use. The ropes are cut to length by the manufacturer.

RELATIONSHIP OF PARTS: Used with metal thimbles and rings as described in Glider Towlines.

ARMY

A. E. REFERENCE NUMBER: See chart.

SPECIFICATIONS: General 16130

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped cut to indicated standard lengths.

Diameter of Rope (Inches)	A. E. Reference Number	Approx. Length (Feet)	Approx. Weight (Pounds)	To be used as	Type and Capacity of Glider
$\frac{1}{4}$	45-8600	300	6 $\frac{1}{2}$	Towline	Training, 2- or 3-place
	45-8605	360	8	Towline	
	45-8610	420	9 $\frac{1}{4}$	Towline	
	45-8615	10	$\frac{1}{4}$	Lead line	
$\frac{1}{2}$	45-8625	350	28	Towline	Cargo, 9-place
	45-8630	75	6	Towline extension	
	45-8635	15	1	Lead line	
$\frac{11}{16}$	45-8650	350	14	Towline	Cargo, 15-place
	45-8655	75	10 $\frac{1}{2}$	Towline extension	
	45-8660	15	2	Lead line	



GLIDER TOWLINES MISCELLANEOUS EQUIPMENT SECTION



ARMY DRAWING 43D1644



ARMY DRAWING 43A1786

LINK — SWING

NAMES: Swing link

Link

Link assembly—glider towline swing

Link—commercial swing

DESCRIPTION: The swing link is a forged steel connector used at the ends of a towline from an airplane to a fifteen-place or nine-place glider. One swing link connects the towline to the release plug at the glider, while another link is used to connect the other end of the towline to the towing airplane. It may also be used to connect towlines when one line of sufficient length is not available. The link is shaped like a figure 8, divided in two parts through the vertical center line, with diagonal cuts at the top and bottom of the loops. It is pivoted by a bronze pin at the center, permitting the halves of the link to be swung open for the insertion of the looped end of the towline. Tension of the towline holds the link closed.

CHARACTERISTICS:

Thickness.....approximately $\frac{3}{4}$ inch
Overall length.....approximately $4\frac{7}{8}$ inches
Overall width.....approximately $2\frac{19}{32}$ inches
Inner diameter..... $1\frac{1}{8}$ inches maximum
Weight.....approximately 1 pound 6 ounces

ARMY

A. E. REFERENCE NUMBER: 45-7710

A. A. F. DRAWING NUMBER: 43D1644

A. S. C. STOCK NUMBER: 4500-539000

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit.

NAVY

There is no Navy equivalent for this item.

CHARACTERISTICS

Thickness.....approximately $\frac{1}{4}$ inch
Overall length.....approximately $1\frac{29}{32}$ inches
Overall width.....approximately $\frac{15}{16}$ inch
Inner diameter..... $\frac{3}{8}$ inch maximum
Weight.....approximately $1\frac{1}{2}$ ounces

ARMY

A. E. REFERENCE NUMBER: 45-7715

A. A. F. DRAWING NUMBER: 43A1786

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit.

NAVY

There is no Navy equivalent for this item.



PLUG — RELEASE

ARMY DRAWING 42D8750

NAMES: Release plug

Plug assembly—airplane aerial towing release
for $\frac{3}{8}$ inch rope

DESCRIPTION: The release plug, which fits into one end of the release assembly, connects the swing link and towline to the aerial towing release assembly. It consists of a steel bar welded to a circular steel plate in the form of two loops. The plate acts as a plug when inserted in the cylindrical end of the release assembly. Actuation of the release assembly allows the release plug to pull out of the release, freeing the glider from the towline.

CHARACTERISTICS:

Dimensions.....approximately $3\frac{5}{8}$ by $3\frac{5}{8}$
by $3\frac{3}{8}$ inches
Weight.....approximately 1 pound 4
ounces

RELATIONSHIP OF PARTS: Used with:

Glider aerial towing release, A. E. Reference Number 45-8525, and airplane aerial towing release, A. E. Reference Number 45-8500.

ARMY

A. E. REFERENCE NUMBER: 45-8230

A. A. F. DRAWING NUMBER: 42D8750

A. S. C. STOCK NUMBER: 4500-677300

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a complete unit.

NAVY

There is no Navy equivalent for this item.



GLIDER TOWLINES MISCELLANEOUS EQUIPMENT SECTION



RELEASE—AIRPLANE AERIAL TOWING

ARMY PART 42G1205-2

NAMES: Airplane aerial towing release
Release
Release—airplane
Release—airplane towing

DESCRIPTION: The airplane aerial towing release is used to disconnect a glider towline from an airplane. It is contained in a metal cylinder, the rear end having a pair of claws which hold one loop of a release plug. The claws are opened by means of a flexible cable from the front end of the cylinder, thereby releasing the plug to which the towline is attached. The flexible cable is operated from a lever in the airplane cockpit.

CHARACTERISTICS:

Dimensions approximately 15 $\frac{1}{4}$ by 3 $\frac{3}{4}$ by 4 $\frac{1}{8}$
inches

Weight approximately 9 pounds 11 ounces

RELATIONSHIP OF PARTS: Used with:
Release plug, A. E. Reference Number
45-8230.

ARMY

A. E. REFERENCE NUMBER: 45-8500
A. A. F. DRAWING NUMBER: 42G1205
A. S. C. STOCK NUMBER: 4500-722550
PRODUCTION STATUS: Under procurement.
SHIPPING DATA: Shipped as a complete unit.

NAVY

There is no Navy equivalent for this item.



RELEASE—GLIDER AERIAL TOWING

ARMY PART 42G1205-3

NAMES: Glider aerial towing release
Release
Release—glider
Release—glider towing

DESCRIPTION: The glider aerial towing release is used to disconnect a towline from a glider. It is contained in a metal cylinder, the front end of which has a pair of claws which hold a release plug. The claws are opened by a flexible cable from the rear end of the cylinder, thereby releasing the plug to which the towline is attached. The flexible cable is operated from a lever in the glider cockpit.

CHARACTERISTICS:

Dimensions approximately 10 $\frac{1}{16}$ by 3 $\frac{3}{4}$ by 3 $\frac{3}{4}$
inches

Weight approximately 8 pounds 4 ounces

RELATIONSHIP OF PARTS: Used with:
Release Plug, A. E. Reference Number
45-8230

ARMY

A. E. REFERENCE NUMBER: 45-8525
A. A. F. DRAWING NUMBER: 42G1205
A. S. C. STOCK NUMBER: 4500-722600
PRODUCTION STATUS: Under procurement.
SHIPPING DATA: Shipped as a complete unit.

NAVY

There is no Navy equivalent for this item.



HORN—PILOT'S RELIEF TUBE

ARMY DRAWING NUMBER 42A6504

NAMES: Pilot's relief tube horn Relief tube horn, pilot's
Flyer's relief tube horn

DESCRIPTION: The pilot's relief tube horn is made of plastic material, and is used to provide portable urinal facilities for members of a flight crew.

RELATIONSHIP OF PARTS: The horn is mounted on either an horizontal bracket, A. E. Reference Number 45-2900, or a vertical bracket, A. E. Reference Number 45-3200. It is connected by rubber tubing to a venturi, A. E. Reference Number 45-9800. When two horns are used in a single assembly, it is necessary to install a tee fitting, A. E. Reference Number 45-9600.

ARMY

A. E. REFERENCE Number: 45-7400

A. A. F. DRAWING NUMBER: 42A6504,
which supersedes 33A4739

A. S. C. STOCK NUMBER: 4500-503800

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a single unit.

BRITISH

BRITISH REFERENCE NUMBER: 127H/4



VENTURI—PILOT'S RELIEF TUBE

ARMY DRAWING NUMBER 41A9177

NAMES: Relief tube venturi, pilot's
Pilot's relief tube venturi
Flyer's relief tube venturi

DESCRIPTION: This metal venturi-shaped fitting is used to create a suction to draw the urine from the pilot's relief horn, through tubing, to the atmosphere.

RELATIONSHIP OF PARTS: Used with:
Pilot's relief horn, A. E. Reference Number 45-7400.
When there are two horns, the pilot's relief tube tee, A. E. Reference Number 45-9600, is installed between the horns and the venturi.

ARMY

A. E. REFERENCE NUMBER: 45-9800

A. A. F. DRAWING NUMBER: 41A9177

A. S. C. STOCK NUMBER: 4500-966000

PRODUCTION STATUS: Under procurement.

SHIPPING DATA: Shipped as a single unit.

BRITISH

BRITISH REFERENCE NUMBER: 127H/45



BRACKET—PILOT'S RELIEF TUBE HORIZONTAL

ARMY DRAWING NUMBER 33B4741

NAMES: Pilot's relief tube horizontal bracket
Flyer's relief tube horizontal bracket
Relief tube bracket

DESCRIPTION: The metal bracket is installed in an airplane to hold the pilot's relief tube in a horizontal position.

RELATIONSHIP OF PARTS: Used with:
Pilot's relief tube, A. E. Reference Number 45-7400.

ARMY

A. E. REFERENCE NUMBER: 45-2900
A. A. F. DRAWING NUMBER: 33B4741
A. S. C. STOCK NUMBER: 4500-105000
PRODUCTION STATUS: Under procurement.
SHIPPING DATA: Shipped as a complete unit.

BRITISH

BRITISH REFERENCE NUMBER: 127H/42



BRACKET—PILOT'S RELIEF TUBE VERTICAL

ARMY DRAWING NUMBER 39B3425

NAMES: Pilot's relief tube vertical bracket
Flyer's relief tube vertical bracket
Relief tube bracket

DESCRIPTION: The metal bracket is installed in an airplane and is used to hold the pilot's relief tube in a vertical position.

RELATIONSHIP OF PARTS: Used with:
Pilot's relief tube, A. E. Reference Number 45-7400.

ARMY

A. E. REFERENCE NUMBER: 45-3200
A. A. F. DRAWING NUMBER: 39B3425
A. S. C. STOCK NUMBER: 4500-106000
PRODUCTION STATUS: Under procurement.
SHIPPING DATA: Shipped as a complete unit.

BRITISH

BRITISH REFERENCE NUMBER:
127H/102



TEE—PILOT'S RELIEF TUBE

ARMY DRAWING NUMBER 33A4924

NAMES: Relief tube tee, pilot's
Pilot's relief tube tee
Flyer's relief tube tee

DESCRIPTION: This metal tee-shaped fitting is used to connect two pilot's relief horns to a single venturi.

RELATIONSHIP OF PARTS: Used with:
Relief horn, A. E. Reference Number 45-7400, and venturi, A. E. Reference Number 45-9800.

ARMY

A. E. REFERENCE NUMBER: 45-9600
A. A. F. DRAWING NUMBER: 33A4924
A. S. C. STOCK NUMBER: 4500-898000
PRODUCTION STATUS: Under procurement.
SHIPPING DATA: Shipped as a single unit.

BRITISH

BRITISH REFERENCE NUMBER:
127H/103













